

His Worship the Mayor  
Councillors  
City of Marion

## **Notice of Infrastructure and Environment Committee**

Council Chamber, Council Administration Centre  
245 Sturt Road, Sturt

**Tuesday, 8 October 2024 at 6.30 pm**

The CEO hereby gives Notice pursuant to the provisions under Section 83 of the *Local Government Act 1999* that an Infrastructure and Environment Committee will be held.

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

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



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 Elected Member Declaration of Interest (if any)

## 4 Confirmation of Minutes

### 4.1 Confirmation of Minutes of the Environment Committee Meeting held on 10 September 2024

|                            |  |
|----------------------------|--|
| <b>Report Reference</b>    | IEC241008R4.1  |
| <b>Originating Officer</b> | Business Support Officer – Governance and Council Support – Cassidy Mitchell |
| <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 Environment Committee Meeting held on 10 September 2024 be taken as read and confirmed.

## ATTACHMENTS

1. IE C 240910 - Final Minutes [4.1.1 - 7 pages]



**Minutes of the Infrastructure and Environment Committee  
held on Tuesday, 10 September 2024 at 6.30 pm  
Council Chamber, Council Administration Centre  
245 Sturt Road, Sturt**

**PRESENT**

His Worship the Mayor Kris Hanna

Councillor Ian Crossland (7:03 pm)

Councillor Sarah Luscombe

Councillor Nathan Prior

Councillor Raelene Telfer

Councillor Jayne Hoffmann (Chair)

Councillor Jana Mates

Councillor Matt Taylor

Councillor Jason Veliskou

**In Attendance**

General Manager City Services - Angela Allison

Manager Engineering, Assets and Environment - Mathew Allen

Unit Manager Engineering - Carl Lundborg

Unit Manager Environmental Sustainability - Rebecca Neumann

Executive Officer to General Manager City Services – Tracey Stringer

**Guests**

Agenda Item 7.1

Community and Stakeholder Engagement Manager - Daniel Thorpe (DIT)

Delivery Manager - Neil Walsh (DIT)

Construction Director - Dallas Keen (DIT)

Alliance General Manager - Nigel Schmidt. (DIT Alliance)

Agenda Item 7.2

Professor Chris Daniels, Presiding Member, Green Adelaide

Brenton Gear, Director, Green Adelaide.

**1 Open Meeting**

The Chair opened the meeting at 6.30pm.

**2 Kaurna Acknowledgement**

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

**3 Elected Member Declaration of Interest**

**Moved Councillor Taylor**

**Seconded Councillor Mates**

The following interests were disclosed:

- NIL

**Carried unanimously**



#### 4 Confirmation of Minutes

##### 4.1 Confirmation of Minutes of the Environment Committee Meeting held on 6 August 2024

Report Reference IEC240910R4.1

**Moved Councillor Luscombe**

**Seconded Councillor Veliskou**

That the minutes of the Infrastructure and Environment Committee Meeting held on 6 August 2024 be taken as read and confirmed.

**Carried unanimously**

#### 5 Business Arising

##### 5.1 Business Arising Statement - Action Items

Report Reference IEC240910R5.1

**Moved Councillor Mates**

**Seconded Councillor Luscombe**

That the Infrastructure and Environment Committee:

1. Notes the business arising statement, meeting schedule and upcoming items.

**Carried unanimously**

#### 6 Confidential Items - Nil

#### 7 Reports for Discussion

##### 7.1 Tram Grade Separation Project

Report Reference IEC240910R7.1

Representatives from the Department for Infrastructure and Transport (DIT) and the General Manager for the Project Alliance presented an update on the Tram Grade Separation Project. This Project is jointly funded by the Federal and State Governments and includes:

- Removing two level crossings – Glenelg tram line – corner of Marion Road and Cross Rd
- Removing the level crossing at Morphet Rd, Morphetville (T2D project)
- Existing tram overpass at South Road to be re-built (T2D project)
- Building a Tram Overpass at South Road, Marion Road, Cross Road and Morphet Road

The Project Alliance is made up of State Government (DIT) and commercial partners, delivering the detailed design and field works together. The Project update included a discussion around asset ownership and maintenance, the tramline closure, construction staging and community engagement.



Closure of the Glenelg tram line is scheduled for the second half of 2025; substitute buses travelling along Anzac Highway will be provided for tram patrons.

The Committee expressed the following concerns:

- Limited additional car parking spaces. Tram patrons may need to walk further/park further away from the tram stop. Noting also an increase in tram patrons resulting from new home developments
- Community consultation with tram patrons, that they may be underrepresented in the community feedback
- The robustness of the overpass construction, with respect to issues with the current South Road overpass construction
- The impact on Immanuel College students with the moving of tram stops
- The Mike Turtur bike path, how this will be impacted
- Activation of the community spaces to be created underneath the overpass
- Construction noise and impact on road users and nearby residents.

The guests responded:

- The intent is to improve car parking, without adding many new car parking spaces, by indenting the car parking spaces. This is based on a concern about an increase in the number of vehicles in the area - wanting to encourage active connections, e.g. walking and cycling to the tram stop
- They are working closely with Adelaide Metro and the South Australian Public Transport Authority
- They have not received any feedback from the College regarding the Project
- They are working on a minor reconfiguration to the bike path. The Committee requested the new bike path design is provided to council
- The Council and SAJC will be involved in designing and maintaining the community spaces adjacent the racecourse, noting the ownership of these community spaces is likely to remain State Government owned however is yet to be discussed.
- Some work will need to be scheduled during the day however as much as possible work will be scheduled as night works.

**Moved Councillor Veliskou**

**Seconded Councillor Prior**

That the Infrastructure and Environment Committee:

1. Notes the Tram Grade Separation Project update.

**Carried unanimously**



## 7.2 Green Adelaide Update

Report Reference IEC240910R7.2

Professor Chris Daniels, Chair, Green Adelaide and Brenton Grear, Director, Green Adelaide presented to the Committee, including:

- Green Adelaide Board and the vision for Metropolitan Adelaide – working in the urban spaces
  - Second 5-Year Plan is in the early stages of development, welcoming collaboration with the City of Marion
  - Projects include:
    - Bold rewilding: Rewilding the Torrens with Platypus
    - Urban Greening Strategy – metropolitan Adelaide's 1<sup>st</sup> Greening Strategy on behalf of the State Government
    - Urban heat and tree canopy mapping
    - Revitalised Breakout Creek
    - Field River
    - Improving biodiversity outcomes, habitats and species of concern – numerous priority sites in City of Marion
- Overview of grants to invest in community, local government, individuals and businesses green ideas; Grants include:
- Sustainable Native Food Forest – City of Marion is a partner
  - Weed management
  - Revegetation of native grasses including Marino Conservation Park
  - Cooler, greener, wilder grant - Alawoona Avenue Reserve Raingarden improving water quality
  - Projects with crossover or opportunities for collaboration include the Field River restoration, rewilding the Southern Purple-Spotted Gudgeon and preservation of ducks at the Oaklands Wetlands

The Committee discussed:

- Distribution of funding, in that City of Marion residents contribute to the Landscape Priorities Fund through their rates
- Concerns relating to the removal of trees on private land and caring for large mature trees
- Sturt River and Field River
- Importance of biodiversity

**Moved Councillor Luscombe**

**Seconded Mayor Hanna**

That the Infrastructure and Environment Committee:

1. Notes the presentation from Green Adelaide.

**Carried unanimously**



### 7.3 Streetscape Program - Prioritisation Matrix Review

Report Reference IEC240910R7.3

Staff presented an update on the progress of the Streetscape Program including a new prioritisation matrix for future projects which would support decision making for selecting and ranking projects.

The Committee discussed the five criteria for the prioritisation matrix and weighting, including:

#### Significance

Concerns about major roads receiving higher scores due to their significance, potentially overshadowing local streets

Discussed the significance of the atmosphere and feel of a road or street, i.e. the City of Marion a nice place to drive through and fostering community pride

Some streetscapes were noted to be in less-than-optimal condition due to insufficient maintenance, emphasising the need for regular upkeep

**Social and Environmental** - incorporating water-sensitive urban designs, increasing tree coverage and improving character; weighting discussed; should social and environmental have a higher weighting than it currently has.

Road condition and undulation discussed due to reactive clay soil and costs of maintaining these streets or roads

Social - building identity and character within the streets, e.g. heritage lighting or themed aesthetics, contributing to placemaking for communities

Environmental –addressing urban heat islands and biodiversity corridors

Aligning street upgrades with other projects

**Funding Partner** – financial considerations, seeking external partners to co-fund streetscape projects, e.g. State Government grants, Green Adelaide, Black Spot funding.

**Safety and Condition** – condition of streetscape assets to determine if they are near or at the end of their lifecycle; safety aspects for pedestrians, cyclists and vehicles - high risk of crashes

Streets with poor condition score higher – high risk; streets in better condition, recently upgraded with less/slower traffic and few accidents, score lower

**Efficiency** – Funding Partner and Efficiency could overlap, possibly skewing the rating as major nearby developments could lead to funding opportunities and efficiency in aligning projects, noting financial considerations are crucial for project initiation.

Balance of financial aspects with broader social and environmental goals

The Committee discussed:

- An emphasis on continuity and connections between proposed redeveloped streets (Miller Street).
- The current 15-Year list of projects and the best way to add more projects
- General support for using the Matrix to finalise the 4-Year Streetscape Plan based on the balance of the 15-year uncompleted projects. The Plan should be reviewed after the initial period to ensure it reflects the needs and priorities at that time at which new projects could be considered.



- Projects need to be assessed regularly regarding how they are performing and being maintained
- Need to balance projects, ongoing commitments and efficient use of limited resources, while ensuring that the community's needs and priorities are addressed fairly and strategically.

**Moved Councillor Telfer**

**Seconded Councillor Crossland**

That the Infrastructure and Environment Committee:

1. Notes the feedback on the new Streetscape Prioritisation Matrix
2. Supports a 4-Year Streetscape Plan to be presented to General Council

**Carried unanimously**

7:22 pm Councillor Veliskou left the meeting  
 7:25 pm Councillor Veliskou re-entered the meeting  
 7:34 pm Councillor Prior left the meeting  
 7:37 pm Councillor Prior re-entered the meeting  
 8:40 pm Councillor Taylor left the meeting  
 8:42 pm Councillor Taylor re-entered the meeting

**8 Reports for Noting - Nil**

**9 Workshop / Presentation Items - Nil**

**10 Other Business**

**11 Meeting Closure**

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

The meeting was declared closed at 9.28pm.

CONFIRMED THIS 8 DAY OF OCTOBER 2024

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CHAIRPERSON

## 5 Business Arising

### 5.1 Business Arising Statement - Action Items

|                     |  |
|---------------------|--|
| Report Reference    | IEC241008R5.1  |
| Originating Officer | Executive Officer to the General Manager City Services – Tracey Stringer |
| Corporate Manager   | N/A  |
| General Manager     | General Manager City Services – Angela Allison                           |

### REPORT OBJECTIVE

The purpose of this report is to review the business arising from previous meetings of the Infrastructure and Environment Committee meetings, the meeting schedule and upcoming items.

### RECOMMENDATION

**That the Infrastructure and Environment Committee:**

- 1. Notes the business arising statement, meeting schedule and upcoming items.**

### ATTACHMENTS

1. IEC240910 Business Arising [5.1.1 - 1 page]
2. IEC240910 Schedule of Upcoming Items 2024 [5.1.2 - 4 pages]

**CITY OF MARION  
BUSINESS ARISING INFRASTRUCTURE AND ENVIRONMENT COMMITTEE MEETINGS**

**AS AT 10 SEPTEMBER 2024**



| Meeting Date | Document      | Item                              | Action Required  | Assignee/s | Action Taken / Response                                      | Status      |
|--------------|---------------|-----------------------------------|--|------------|--|-------------|
| 11 June 2024 | IEC240611R7.1 | Environmental Sustainability Plan | The committee would like to see figures on how much we spend on each environmental sustainability area included in the Draft Environmental Sustainability Plan that comes back to IEC later in 2024. | R Neumann  | Report scheduled for 12 November 2024 IEC meeting.           | In progress |
| 11 June 2024 | IEC240611R7.2 | Carbon Inventory and Reporting    | The committee suggested revising the Carbon Neutral Plan and bring it back to Council in the next 12 months for review.  | R Neumann  | Included in the GC schedule of upcoming items for June 2025. | In progress |

\* Completed items to be removed are shaded

## Infrastructure and Environment Committee – 2024 Schedule of upcoming items

| Infrastructure and Environment Committee |                | Date: Tuesday, 13 February                                     | Time: 6.30pm – 9.30pm | Venue: Chamber    |  |
|--|----------------|--|-----------------------|-------------------|--|
| Topic                                    | Type of Report | Description  | External Attendees    | Staff Responsible |  |
| Digitised Tree Asset Management Plan     |                |  |                       | I Seccafien       |  |
| Community Renewables and VPP and EVs     |                | Includes an update on EV transition plan and charging stations |                       | M Allen           |  |
| Workshop agenda for 2024                 |                |  |                       |                   |  |

| Infrastructure and Environment Committee |                | Date: Tuesday, 9 April  | Time: 6.30pm – 9.30pm | Venue: Chamber    |  |
|--|----------------|---|-----------------------|-------------------|--|
| Topic                                    | Type of Report | Description   | External Attendees    | Staff Responsible |  |
| Business Arising                         |                | Business arising from previous meetings, the meeting schedule, and upcoming items |                       | C Madsen          |  |
| Walking and Cycling Action Plan          |                |   |                       | M Allen           |  |
| Footpaths                                |                | Refer GC231212  |                       | C Lundborg        |  |
| Streetscape program                      |                | 10-year program   |                       | M Allen           |  |

| Infrastructure and Environment Committee |                | Date: Tuesday, 11 June  | Time: 6.30pm – 9.30pm | Venue: Chamber    |  |
|--|----------------|---|-----------------------|-------------------|--|
| Topic                                    | Type of Report | Description   | External Attendees    | Staff Responsible |  |
| Business Arising                         |                | Business arising from previous meetings, the meeting schedule, and upcoming items   |                       | C Madsen          |  |
| Environmental Engagement and Comms       |                | Info update and help inform program over the rest of calendar year.<br>Feedback on focus areas for Common thread<br>Question about sustainability rebates program |                       | R Neumann         |  |
| Environment Plan                         |                | Engagement on scope and directions for the CoM Environmental Sustainability Plan (and CoM Strategic Plan if time permits)   |                       | R Neumann         |  |
| Carbon Inventory and Reporting           |                |   |                       | R Neumann         |  |

## Infrastructure and Environment Committee – 2024 Schedule of upcoming items

| Infrastructure and Environment Committee    |                | Date: Tuesday, 9 July   | Time: 6.30pm – 9.30pm | Venue: Chamber         |  |
|---|----------------|---|-----------------------|------------------------|--|
| Topic                                       | Type of Report | Description   | External Attendees    | Staff Responsible      |  |
| Business Arising                            |                | Business arising from previous meetings, the meeting schedule, and upcoming items |                       | C Madsen               |  |
| Flinders University Sustainability Strategy |                |   | William Van Ausdal    | M Allen                |  |
| Marion Water Business Update                |                |   |                       | G Ricketts             |  |
| 262 Sturt Road Precinct Landscaping         |                | Review of scope   |                       | B Jaggard<br>M Hubbard |  |

| Infrastructure and Environment Committee |                | Date: Tuesday, 6 August  | Time: 6.30pm – 9.30pm | Venue: Chamber    |  |
|--|----------------|--|-----------------------|-------------------|--|
| Topic                                    | Type of Report | Description  | External Attendees    | Staff Responsible |  |
| Business Arising                         |                | Business arising from previous meetings, the meeting schedule, and upcoming items  |                       | C Madsen          |  |
| EV Charging Station trial (SAPN)         |                | Update on SA Power Networks Electric Vehicle (EV) Charging Station trial and the joint EV charging stations request for proposal tender. |                       | C Lundborg        |  |
| Sustainable Solar Savings Scheme         |                | Brief Update   | ShineHub              | M Allen           |  |
| FOGO (Food Organics, Green Organics)     | Conf.          |  |                       | A Byrne           |  |

## Infrastructure and Environment Committee – 2024 Schedule of upcoming items

| Infrastructure and Environment Committee            |                | Date: Tuesday, 10 September  | Time: 6.30pm – 9.30pm | Venue: Chamber    |  |
|---|----------------|--|-----------------------|-------------------|--|
| Topic   | Type of Report | Description  | External Attendees    | Staff Responsible |  |
| Business Arising                                    |                | Business arising from previous meetings, the meeting schedule, and upcoming items  |                       | T Stringer        |  |
| Tram Grade Separation Project                       |                |  | DIT                   | M Allan/A Cortes  |  |
| Green Adelaide Update                               |                |  | Chris Daniels         | R Neumann         |  |
| Streetscape Program – Prioritisation Matrix Review  |                |  |                       | C Lundborg        |  |
| Infrastructure and Environment Committee            |                | Date: Tuesday, 8 October   | Time: 6.30pm – 9.30pm | Venue: Chamber    |  |
| Topic   | Type of Report | Description  | External Attendees    | Staff Responsible |  |
| Business Arising                                    |                | Business arising from previous meetings, the meeting schedule, and upcoming items  |                       | T Stringer        |  |
| Coastal Update                                      |                | Report summarising an update on Council's coastal monitoring program, coastal adaptation priorities for Marion and the related new directions for Adelaide Coastal Council's Network and LGA's Climate Ready Coasts program. |                       | R Neumann         |  |
| Parking Management Guidelines Implementation Review |                | Present an overview and update of the implementation of the Parking Management Guidelines.   |                       | C Lundborg        |  |
| Precinct Planning Westfield Marion                  |                | Briefing on funding opportunity for the preparation of a Precinct Plan for the Marion Centre and environs, in response to GARP and Scentre Group interest in collaboration.  |                       | D Barone          |  |
| State Government Environmental Advocacy             |                |  |                       | M Allen           |  |

## Infrastructure and Environment Committee – 2024 Schedule of upcoming items

| Infrastructure and Environment Committee  |                | Date: Tuesday, 12 November<br>9.30pm  | Time: 6.30pm –     | Venue: Chamber    |
|---|----------------|---|--------------------|-------------------|
| Topic   | Type of Report | Description   | External Attendees | Staff Responsible |
| Business Arising  |                | Business arising from previous meetings, the meeting schedule, and upcoming items   |                    | T Stringer        |
| Draft Environmental Sustainability Plan   |                |   |                    | R Neumann         |
| Tonsley Precinct & Car Parking (TBC)  |                |   |                    | C Lundborg        |
| Council's Role in housing   |                | Exploring a potential scope for the provision of Housing for Council, including exploring what other jurisdictions do or have done. |                    | D Barone          |
| Draft submission - Environment Protection (Waste to Resources) Policy 2010 Review (TBC) |                | Present the draft submission to the EPP review.   |                    | A Byrne           |

## 6 Confidential Items - Nil

## 7 Reports for Discussion

### 7.1 Parking Management Guidelines - Implementation Review

|                            |  |
|----------------------------|--|
| <b>Report Reference</b>    | IEC241008R7.1  |
| <b>Originating Officer</b> | Coordinator - Transport – Nathan Saxty                     |
| <b>Corporate Manager</b>   | Manager Engineering, Assets and Environment - Mathew Allen |
| <b>General Manager</b>     | General Manager City Services - Angela Allison             |

### REPORT HISTORY

| <b>Report Reference</b> | <b>Report Title</b>                             |
|-------------------------|---|
| ASC220705R7.2           | Parking Management                              |
| ASC221011R9.1           | Parking Management Guidelines                   |
| IC230404R7.2            | Preliminary Draft Parking Management Guidelines |
| FORUM230516R1.1         | Draft Parking Management Guidelines             |
| GC230613R11.8           | Draft Parking Management Guidelines             |
| GC231024R11.3           | Draft Parking Management Guidelines             |

### REPORT OBJECTIVE

The purpose of the report is to present an overview and provide an update on the implementation of the Parking Management Guidelines.

### EXECUTIVE SUMMARY

On July 5, 2022, the Asset and Strategy Committee (ASC) reviewed a presentation on Parking Management, which led to the development of Parking Management Guidelines aimed at addressing parking concerns in the City of Marion. Following community engagement, the draft Guidelines were endorsed by Council on 24 October 2023, with a note that a further report would be presented to Council at the October 2024 meeting, providing an overview of the implementation of the Parking Management Guidelines.

The Guidelines establish a transparent framework for understanding parking interventions and decision-making processes. The Transport Team has experienced an increase in requests, with 506 cases currently in the salesforce CRM system, 466 of which are related to traffic and parking. This increase is attributed to improved logging practices and adjustments in request categorisation, resulting in a 41.6% first contact resolution rate from May to August 2024.

Over the last 12 months, a total number of 832 traffic and parking CRM cases have been raised, and 784 traffic and parking CRM cases closed by the Transport Team.

### RECOMMENDATION

**That the Infrastructure and Environment Committee:**

- 1. Notes the report and presentation**
- 2. Provides feedback on changes required.**

## BACKGROUND

At the ASC meeting on 5 July 2022, a Parking Management presentation was provided to the Committee. The presentation outlined the role of the Transport Team, typical parking requests, intervention treatments used, educational efforts, enforcement information and consultation processes. The Committee supported the development of Parking Management Guidelines to manage competing demands and to provide a clear, holistic direction on when and how to implement consistent interventions to address parking concerns raised within the road network in the City of Marion.

At the ASC meeting on 11 October 2022, a workshop was held with the Committee to discuss parking treatments and interventions to be included in the Draft Parking Management Guidelines. Additionally, on 23 February 2023, a community engagement event, 'Marion 100' (involving residents of the City of Marion), was held to discuss parking issues within the City of Marion streets and potential treatments. The comments and ideas generated from this event were incorporated into the development of the Parking Management Guidelines.

The Draft Parking Management Guidelines were endorsed for community consultation at the 13 June 2023 Council meeting with final endorsement of the Guidelines on the 24 October 2023 Council meeting after community consultation feedback. An update on the implementation of the Parking Management Guidelines was requested for twelve months' time - October 2024.

## DISCUSSION

### PARKING MANAGEMENT GUIDELINES

The primary objective of the Parking Management Guidelines is to optimise on-street parking for residents, visitors, businesses, and community facilities. Acknowledging the challenge of limited on-street parking expansion, the guidelines seek a balance between increased parking needs and community desires for livability, and diverse transportation options.

The Parking Management Guidelines provide a clear framework for City of Marion residents and the community, including instructions on how to make a parking-related enquiry or complaint.

### DATA & TRENDS

An increase in requests for all related categories has been observed, from residents, Members, staff, and members of Parliament/candidates requests over the past 12 months. The table below summarises cases (for all Transport Team categories) raised per calendar year, dating back to 2021.

| Year                                    | Cases Raised | % Increase from prev yr | Cases Closed         | % Increase           |
|---|--------------|-------------------------|----------------------|----------------------|
| <b>2021</b>                             | 604          | -                       | (data not available) | (data not available) |
| <b>2022</b>                             | 622          | 3%                      | 404                  | -                    |
| <b>2023</b>                             | 722          | 16%                     | 771                  | 91%                  |
| <b>2024</b><br>(As of 1 September)      | 846          | N/A                     | 883                  | N/A                  |
| <b>2024</b><br>(* Full Year Projection) | 1,272*       | 76%                     | 1,325*               | 72%                  |

The data indicates cases have doubled since 2022. Several key drivers contributing to the increase include:

- Urban infill resulting in increase on-street car parking demand
- Post-covid change in traffic and parking patterns and behavior
- Political candidates undertaking door knocking campaigns generating parking investigation

requests

- Increase in car ownership and number of cars per household (ABS Census Survey 2021)
- The correct allocation of requests to categories within Salesforce and improved work practices.

The current workflow of 506 requests with the Transport Team (466 directly relate to traffic and parking) awaiting investigation include 321 raised during 2024, 173 raised in 2023 and the remaining 12 dating back to 2022. The Transport Team aim to meet the current service level agreements outlined in the Parking Management Guideline.

## **GUIDELINE EFFECTIVENESS & IMPLEMENTATION**

### ***Case Management Alignment, Triaging and Reporting***

Following the endorsement of the Guidelines in October 2023, the case categories within Salesforce were reviewed and adjusted to align with the parking tiers and interventions outlined within the guidelines and closely align with Councils direction for parking management within the city.

See Attachment 1 for a detailed summary of refined Salesforce categories and reporting functionality.

Alignment of the case category naming convention assists with triaging, reporting and providing an accurate overview of the variety of cases raised. With the addition of the updated 'Job Complete' reasons, it is now easier to determine how each case was handled, closed and actioned.

Knowledge base articles have been updated to reflect the new categories and provide detailed and accurate information to support first call resolution.

Recent data obtained from Customer Service indicates a positive upward trend in first contact resolution (FCR) by Customer Service Team (CST) from 22.86% to 41.6% for the period of May to August 2024.

Refer Attachment 2 for a summary of the closed cases associated with parking over the last 12 months, highlighting the number of cases raised for each of the available category reasons and the subsequent closure reason chosen.

### ***Internal Lean 6 Sigma Project Review***

Given the high volume of overdue requests in the Transport Team, this issue was selected for inclusion in the internal Lean 6 Sigma Review. The project's goal is to 'Reduce the number of CRM cases generated for the Transport Team to a sustainable level, ensuring throughput aligns with capacity and cases are managed within current SLAs to meet customer satisfaction.' A continuous improvement implementation plan was developed which highlighted a range of findings, recommendations and actions to be undertaken over the next 12 months. Refer Attachment 3 for Continuous Improvement Plan

### ***Customer Requests & SLA's***

In general, there have been 60 cases resulting in a 'New parking restriction' or 'Existing restriction conditions to be altered', there has not been a high number of complaints received directly by the team relating to the proposed parking restriction intervention(s).

In June 2024, SLAs were reviewed and adjusted to align with the revised Salesforce categories and to address the backlog of overdue CRM cases, resulting in parking related cases having an SLA of 130 days. The Parking Management Guidelines prioritisation and service levels were also developed to set clear priorities and expectations for the community and Council Members. The priority levels are as follows:

- Urgent – Urgent safety issue (5 days)

- High – Safety concern of high risk / importance (4 weeks)
- Medium – Access or movement concern on roads classified above a local road of medium risk / importance (12 weeks)
- Low – Access or movement concern near a local road or of low risk / importance (26 weeks)

A target was set as per Lean 6 Sigma for SLA's not met (case closed after due date) to be reduced from 96% to 75%, whereas current data highlights this statistic to be 65.9%.

### ***Transport Team Decision Making and Transparency***

The development of the Guidelines enables the Transport Team to make informed parking management decisions across the City. The interventions highlighted provide consistency across the area with the investigation matrix ensuring a clear and easy process is followed. Matched with extensive record keeping, all of the above are effective tools to use (when / if required) to manage customer dispute resolutions i.e. Section 270 reviews under the Local Government Act 1999.

## **CHALLENGES**

While the Guidelines have helped to review and address parking issues in a transparent manner, ensuring on-street parking needs of the residents, their visitors, businesses and community facilities are optimised, they have also presented a number of challenges. The key challenges that have been faced by the Transport Team are outline below:

- Non-conforming parking controls
  - o Upon request from Council Members, the Transport Team developed (non-standard) parking markings to identify individual parking spaces along Condada Avenue to address behavioral issues occurring during peak prayer times.
- Ward Briefing Requests
  - o Several parking matters have been raised directly with Councillors / Mayor and subsequently added to the Ward briefing agenda when the issue had already been raised with the Transport Team to be prioritised amongst other requests. With the item placed on the Ward briefing agenda, the request is elevated in SLA's based on political interest and additional reporting required.
- Engagement method
  - o The Transport Team have been challenged on numerous occasions as to why an 'inform' method of engagement was chosen in lieu of providing several options and consultation with the community. The 'inform' method is used to reinforce a decision relating to legislation / standards and when only one reasonable solution is available (within parking decision matrix).
- Sustainable workload
  - o Whilst the team work diligently through the parking requests, there are a significant number of additional activities to undertake that are reactive in nature, causing pressure to meet SLA's during peak demand. This includes, but is not limited to, development assessment, DIT advice, strategic projects, Member of Parliament enquiries, reviewing Section 221 permits and responding to enquiries from Council Members
- Complaints / Section 270 reviews
  - o Following the notification (inform method) to advise the community of the implementation of a restricted parking intervention in their street pertaining to a yellow edge line along the entire western side of the road (road width was below 7.2m), a complaint was received by one (1) of the affected residents out of a total of 51 letters delivered, which has resulted in a Section 270 Review which is currently underway.

## **QUESTIONS FOR THE COMMITTEE**

***What does the committee believe has worked well and not well in relation to the Parking Management Guidelines?***

***What opportunities are there to improve the Parking Management Guidelines?***

Next Steps

If the feedback provided at the IEC requires amendment to the Parking Management Guidelines the revised guidelines will be presented to Council for endorsement. Subject to the quantum of change, community consultation may be required.

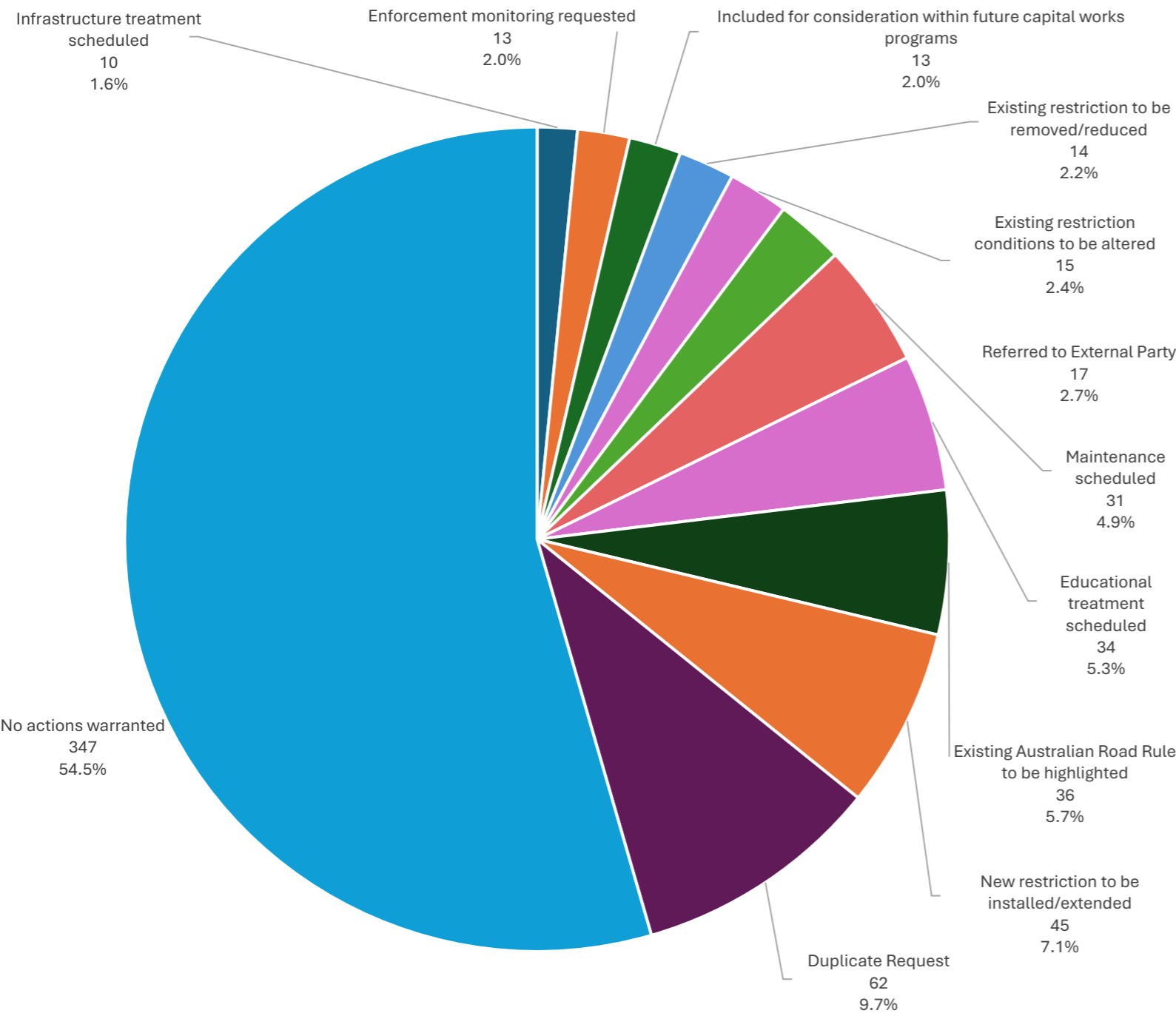
**ATTACHMENTS**

1. Attachment 1 - Transport Salesforce Category Summary & SLA's [7.1.1 - 1 page]
2. Attachment 2 - Summary of closed CRM cases [7.1.2 - 1 page]
3. Attachment 3 - Implementation Plan - Traffic CRM Cases 13 Sept 2024 [7.1.3 - 1 page]
4. Parking Management Guidelines Presentation [7.1.4 - 5 pages]

| Category               | Reason                               | Sub-Reason   | SLA |
|------------------------|--------------------------------------|--|-----|
| Traffic                | Traffic speed/volume                 |  | 130 |
|                        | Traffic flow / road access           |  | 130 |
|                        | School / community facility          |  | 130 |
|                        | Intersection traffic                 |  | 130 |
|                        |                                      |  |     |
| Parking                | Property access issues               |  | 130 |
|                        | Road access issues                   |  | 130 |
|                        | Availability of on-street parking    | Related to nearby school/business/community facility | 130 |
|                        |                                      | Related to nearby train/tram stop                    | 130 |
|                        |                                      | Related to other residents/infill development        | 130 |
|                        |                                      | Related to existing parking restrictions             | 130 |
|                        | Temporary works zone                 |  | 30  |
| Lighting               | Street lighting                      | Request for new                                      | 30  |
|                        |                                      | Issue with existing                                  | 30  |
|                        | Shared Path / Laneway                | Request for new                                      | 30  |
|                        |                                      | Issue with existing                                  | 30  |
|                        | Car park                             | Request for new                                      | 30  |
|                        |                                      | Issue with existing                                  | 30  |
| Signs                  | Community Facilities                 | Request for new                                      | 30  |
|                        |                                      |  |     |
|                        |                                      |  |     |
| Bus Shelter / Bus Stop | Request for new bus shelter          |  | 90  |
|                        | Issue with existing bus stop/shelter |  | 30  |
|                        | Maintenance (CIVIL)                  |  | 30  |
|                        |                                      |  |     |
| Walking and Cycling    | Behavioural concerns                 |  | 30  |
|                        | Request new infrastructure           |  | 30  |
|                        | Review existing infrastructure       |  | 30  |

\* In cases that the request identifies a safety risk to the community immediate action is taken to isolate and make safe.

Attachment 2 – Summary of closed CRM cases associated with parking over the last 12 months



| Job Complete Reason   | Count |
|---|-------|
| Infrastructure treatment scheduled                              | 10    |
| Enforcement monitoring requested                                | 13    |
| Included for consideration within future capital works programs | 13    |
| Existing restriction to be removed/reduced                      | 14    |
| Existing restriction conditions to be altered                   | 15    |
| Referred to External Party                                      | 17    |
| Maintenance scheduled   | 31    |
| Educational treatment scheduled                                 | 34    |
| Existing Australian Road Rule to be highlighted                 | 36    |
| New restriction to be installed/extended                        | 45    |
| Duplicate Request   | 62    |
| No actions warranted  | 347   |
| TOTAL   | 637   |

| Finding       | Recommendation   | Action  | Responsible Officer/s | Priority | Stakeholders  | Benefits  | Constraints & Countermeasures   | Change Impact                                       | Due Date   | Status      | Comments   |
|---------------|--|---|-----------------------|----------|---|---|---|---|------------|-------------|--|
| Case Creation | Ensure necessary information is made available first point of contact for CSC          | Update all Knowledge Base articles for Customer Service Consultants (CSCs) and provide training.          | Nathan/ Kayla         | High     | Customer Service Team<br>Transport Team<br>MarComms | Providing more information to the CS Team to better equipped them with knowledge to answer the Customer's queries and concerns without needing to raise a case. | <b>Constraint</b> - CSC & Transport Team capacity to get the updates done quickly factoring in other project works. | Increase knowledge of customer service consultants. | 30/08/2024 | Complete    | Nathan has reviewed and updated all KB articles, including renaming to suit updated SF categories. Revised KB articles have been sent to CST to update system on 29/8. Learning LAB sessions were undertaken end of April 2024 and recorded by CST for future reference. |
|               | Ensure necessary information is made available first point of contact for Customers    | FAQs and Factsheets - Make available on website.  | Nathan/Leah H         | Medium   |   | Providing the information up front for residents to reduce case needing to be raised  | <b>Constraint</b> - customers may not know where to locate this information   | Develop fact sheet                                  | 24/12/2024 | In Progress | Nathan to meet with MarComms to discuss requirements.  |
|               | Ensure criteria/questions to assist triaging are made available first point of contact | New case - CRM Pop up prompts Criteria/questions up front   | Adrian/Nathan         | Medium   |   |   | <b>Constraint</b> - possible delays/issues with CRM systems   | System update                                       | 30/10/2024 | In Progress | Nathan to consult with CSC, IS and Adrian whether this functionality can be introduced . Portal 2.0 (12 months away). Review of Case categories and whether can be removed from portal (engage with teams)   |
|               | Facilitate knowledge sharing and upskilling of CSC                                     | Co-location of Duty Transport Officer in CST (similar to pre-Covid Duty Planner model) and Learning Labs) | Nathan/Nicky          | Medium   |   | Providing the support for the CS Team and Transport team to gain knowledge from one another quickly and provide best response to the customer.                  | <b>Constraint</b> - Capacity of transport team - factoring in leave/sickness with other deadlines                   | Co- locate Transport Officer at CSC.                | 30/09/2024 | Complete    | Transport Duty Officer roster commenced Monday 3rd June 2024, each transport officer is on 'Duty' 1/2 day per week although located at City Services still (not co-located). Data is being captured to review whether is effective (On-Going). Discussed co-location     |

|                            |   |  |              |           |   |   |   |                                      |            |             |   |
|----------------------------|---|--|--------------|-----------|---|---|---|--------------------------------------|------------|-------------|---|
| Reduce Customer Call Backs | Dedicate a resource to provide second line customer support, thereby reducing the creation of unnecessary cases in the system and improving FCR and CSAT ratings. | Consider one Transport Duty officer to be in office to handle all calls for the Transport Team per day. Rotate this around the team. | Nathan       | Quick Win | Customer Service Team<br>Transport Team | Allows residents and CST to get information quickly from the transport Dty officer and reduce the need to raise a case. | <b>Constraint</b> - Capacity of transport team - factoring in leave/sickness with other deadlines | Co- locate Transport Officer at CSC. | 30/09/2024 | Complete    | Duty Officer Roster developed to start from mid to late May 2024 following learning labs. Suggest half day allocation between 5 staff outside of these times -calls to be placed through to BSO to respond or take message for next Duty Officer to respond when next available |
|                            | Cross-skill CSC with more information for better FCR and the Transport Officer with greater understanding of customer needs.                                      | Consider co-locating this Duty Officer in the Contact Centre to enable cross-pollination of knowledge.                               | Nathan/Nicky | Medium    |   | Provide information between both teams to reduce case creation.   | <b>Constraint</b> - Capacity of both teams and staff available                                    | Co- locate Transport Officer at CSC. | 24/12/2024 | In Progress | Can commence one day per week with CST or CS to relocate to Transport. Discuss with Nicky when to start. Trial to be undertaken commencing Oct.   |

|   |   |   |  |        |   |   |  |   |            |            |   |
|---|---|---|--|--------|---|---|--|---|------------|------------|---|
| Adequate information provided for cases lodged. | Ensure the right information is obtained the first time | More information is required up front on details of case such as specific issues on parking, traffic, lighting. E.g. photo of the issue raised by resident. i.e. car parked too close to driveway, issues re: parking on corners etc. | Nathan, Kayla and CST and Records                            | High   | Transport Team (develop checklist for CRM self-serve, and use by CST and RM) Customer Service Team and Records Management (for email queries) | More description on exact cause of parking/traffic issue and respond back to the Resident. Getting the information/photos up front allows to better investigate the resident's case | Constraint - Residents may be reluctant to provide more information  | Increase awareness of those raising cases to note relevant information. | 15/08/2024 | Complete   | Knowledge Base articles have been updated and provided to CST to provide guidance on what information is required for each category in Transport Team<br>Records team to ensure email to case has correct information. Cases raised by other channels to be reviewed by duty office/BSO. Request more information as required (In progress) |
|   | Reduce unnecessary travel time                          | Consider Transport officers allocated to geographical areas i.e. South or North   | Case managers Nathan and Kayla)                              | Medium |   | Allows cases to be actioned quicker by reducing the travel time   | N/A  | Coordinator Transport to allocate staff activities by location.         | 30/04/2024 | Complete   | Triage cases and assign by geographical areas where possible (completed- actioned by Case manager)  |
|   | Reduce unnecessary 'in the field' investigations        | Low priority cases to be investigated via desktop review in first instance.   | Case manager, CST and Records<br>Duty Officer Transport Team | Medium |   | Reducing time to complete the case and respond to the resident  | Constraint - Some low priority cases may still require site inspection therefore time being investigating the case is increased. | N/A   |            | 30/04/2024 | Complete  |

[illegible]

# PARKING MANAGEMENT GUIDELINES

## 12 MONTH UPDATE / IMPLEMENTATION PRESENTATION



INFRASTRUCTURE & ENVIRONMENT COMMITTEE  
8 OCTOBER 2024

# PARKING MANAGEMENT GUIDELINES TIMELINE

JULY  
2022

- Presented to **Asset & Sustainability Committee** on Parking Management
- Committee supported the development of a Parking Management Guidelines

OCT  
2022

- Presented to **Asset & Sustainability Committee** on the proposed approach and decision matrix
- Committee provided comments and feedback

FEB  
2023

- **Marion 100** engagement event asked residents questions about the parking in the City of Marion

APRIL  
2023

- Presented to **Infrastructure Committee** on the Draft Parking Management Guidelines
- Key Questions to the committee to help finalise a Draft

JULY -  
AUG  
2023

- **General Council** endorsement of the Draft Guidelines for community consultation
- **Community Consultation** July – August 2023

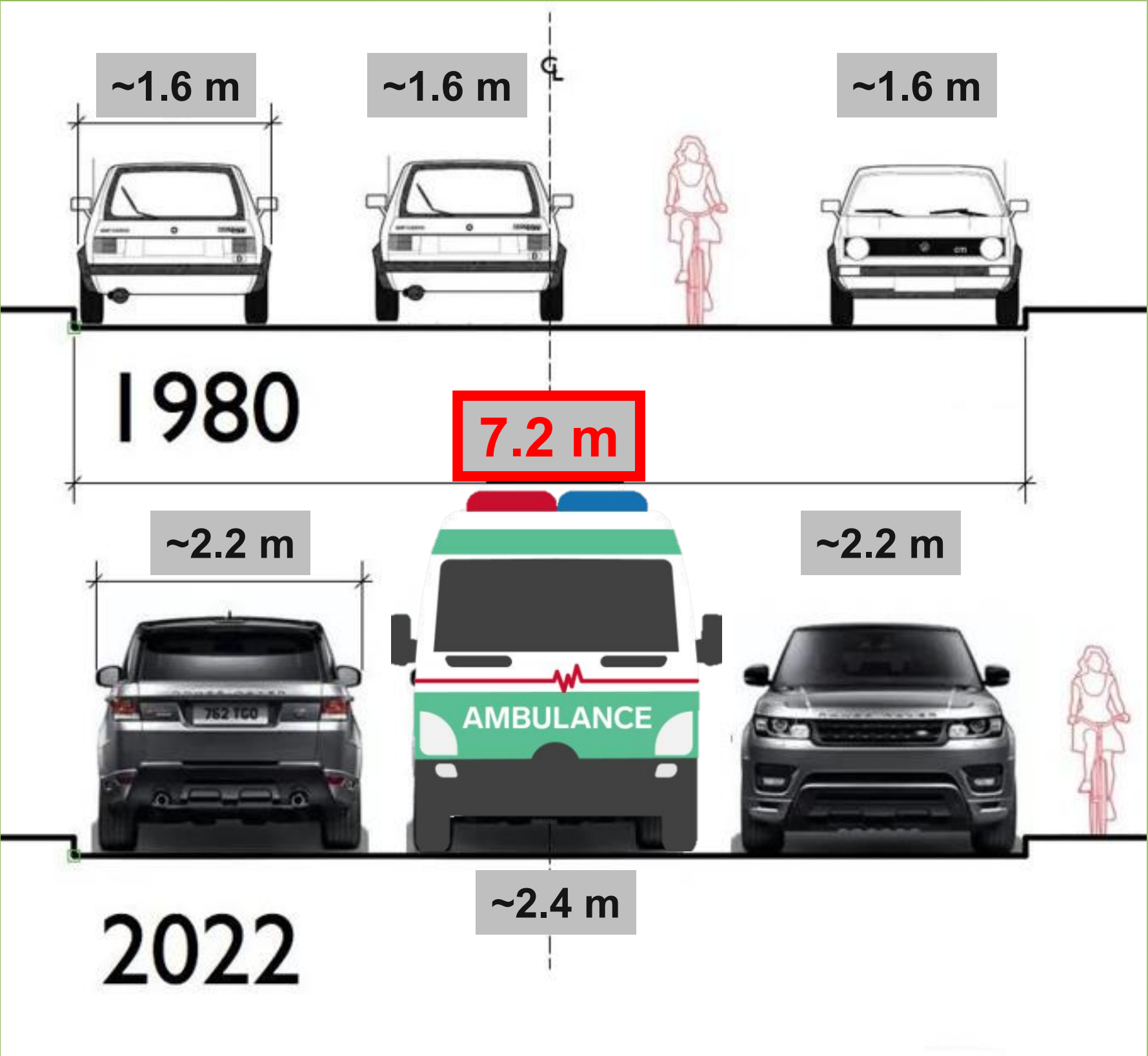
OCT  
2023

- **Parking Management Guidelines endorsed by Council**

# DATA & KEY DEMAND DRIVERS

| TRANSPORT TEAM    |                                  |                         |
|-------------------|----------------------------------|-------------------------|
| Year              | Number of Investigation Requests | Change (%) from prev yr |
| 2021              | 604                              | -                       |
| 2022              | 622                              | ↑ 3%                    |
| 2023              | 722                              | ↑ 16%                   |
| 2024* (Projected) | 1272 *                           | ↑ 76%                   |

| CITY OF MARION                                      |        |        |            |
|---|--------|--------|------------|
| ABS Data  | 2016   | 2021   | Change (%) |
| Population  | 90,508 | 95,650 | ↑ 6 %      |
| Dwellings   | 39,795 | 41,650 | ↑ 5 %      |
| Local Jobs  | 22,982 | 28,240 | ↑ 23 %     |
| Car Ownership<br>(2 or more vehicles per household) | 48.9%  | 51.6%  | ↑ 2.7 %    |



# Parking Management Guidelines

A great place to live



A great place to live

## QUESTIONS

*What does the committee believe has worked well and not well in relation to the Parking Management Guidelines?*

*What opportunities are there to improve the Parking Management Guidelines?*

# Next Steps

- Take feedback from I&E Committee
- If required present to Council updated Parking Management Guidelines for approval (may require further community consultation)



## 7.2 Coastal Update

|                            |   |
|----------------------------|---|
| <b>Report Reference</b>    | IEC241008R7.2   |
| <b>Originating Officer</b> | Unit Manager Environmental Sustainability – Rebecca Neumann |
| <b>Corporate Manager</b>   | Manager Engineering, Assets and Environment - Mathew Allen  |
| <b>General Manager</b>     | General Manager City Services - Angela Allison              |

### REPORT HISTORY

#### Report Reference Report Title

|                |   |
|----------------|---|
| GC190723R10    | Coastal Monitoring Plan   |
| GC220823R13.3  | Metropolitan Seaside Councils Committee (transition to Adelaide Coastal Councils Network) |
| GC221129R12.14 | Appointment of Council representatives to the Adelaide Coastal Councils Network           |
| GC230627R12.1  | Council 4 Year Business Plan 2023-2027  |
| EC230905R7.2   | Coastal Monitoring Update   |

### REPORT OBJECTIVE

The purpose of this report is to provide the Infrastructure and Environment Committee with an update on current programs and priorities related to coastal climate change responses. In particular:

- South Australia's Climate Ready Coasts program (CRC)
- Adelaide Coastal Councils Network (ACCN)
- City of Marion Coastal Monitoring Program
- Field River Dunes Management Plan.

### EXECUTIVE SUMMARY

This report provides an update on several coastal management initiatives relevant to the City of Marion, particularly within the context of coastal climate change adaptation.

At the State level, the new Climate Ready Coasts Program is providing clear direction and resourcing for all South Australian councils to develop Coastal Hazard Adaptation Plans (CHAPs). These resources will help ensure that there is State-wide consistency in coastal adaptation planning.

The Adelaide Coastal Councils Network (ACCN) has been operational since October 2022 and has established its governance and strategic planning priorities. The ACCN has been actively involved in the development of Climate Ready Coasts. The ACCN Strategic Plan 2022-2026 (Attachment 1) has recently been endorsed by the ACCN. Supporting councils with coastal climate adaptation planning and engagement with the Climate Ready Coasts program will continue to be a focus along with broader coastal management priorities.

The City of Marion Coastal Monitoring Program has been running for four years. The program runs over a calendar year so that the period of highest activity (winter) is not cut by the financial year. The purpose of the program is to ensure that Council has good evidence around any changes to the Marion coastline and to help inform management decisions if / when they are required. The program has continued to identify the current condition of the City of Marion coastline as good with only minor evidence of climate change impacts observed along Hallett Cove beach and the Field River. Projections identify areas of vulnerability in the future or during extreme events, however no major action is recommended in the short term. Based on the results of the 2021-2024 Marion Coastal Monitoring Program, the next 2025-2028 four-year monitoring period is likely to be scaled back with a major review in four years (or sooner if conditions change). Remaining funding from the

2021-2024 program is proposed to be used to fund the first year of the 2025-2028 program, and a report will be brought to General Council in mid-2025 with a funding proposal for the remaining three years of the program.

It is also recommended that coastal adaptation options around the Field River mouth and Hallett Cove beach should be included within a broader City of Marion Coastal Hazard Adaptation Plan (CHAP) in line with the new Climate Ready Coasts standard, noting that no major changes are being observed at these sites and adaptation actions are not required in the short term. This will allow council to leverage the existing budget for this program with grant funding. The final CHAP will ensure any future need for grant funding for adaptation or remediation works will be assessed against the new reporting standard.

## RECOMMENDATION

**That the Infrastructure and Environment Committee:**

- 1. Notes the update on the Climate Ready Coasts (CRC) Program and the Adelaide Coastal Councils Network (ACCN) including the *Adelaide Coastal Councils Network Strategic Plan 2022-2024* (Attachment 1).**
- 2. Notes the update on the City of Marion Coastal Monitoring Program and proposal to continue a scaled-back coastal monitoring program for another four years (2025-2028) noting:**
  - a. Available grant and council funding from the 2021-2024 program will be used to fund year 1 (2025).**
  - b. A report will be brought to General Council in mid-2025 with a proposal for funding the remainder of the program with the likely split being:**
    - i. \$25,000 Coast Protection Board grant to be spent over three years**
    - ii. \$8,000 per year additional from City of Marion from 2026/2027, 2027/2028 and 2028/2029 (total \$24,000).**
- 3. Notes the update on the Field River Dunes Management Plan.**
- 4. Recommends to General Council that the existing \$20,000 budget is used to leverage Climate Ready Coasts grant funding of \$20,000 for the development of a Coastal Adaptation Plan for the whole City of Marion coastline (\$40,000 in total).**

## DISCUSSION

### Climate Ready Coasts (CRC)

SA Climate Ready Coasts has been initiated to accelerate coastal hazard adaptation planning and help drive a more strategic and integrated approach to coastal management in South Australia. The Program is being delivered by the LGA in partnership with the Coast Protection Board (CPB), Department for Environment and Water (DEW), Adelaide Coastal Councils Network (ACCN) and SA Coastal Councils Alliance (SACCA).

The program has been running for 18 months. Over this time SA Climate Ready Coasts has:

- Consulted 119 people from 30 coastal councils and 8 state government agencies to:
  - Build understanding about coastal hazard adaptation and the goals of the program
  - Explore experiences to date with coastal hazard adaptation
  - Identify needs, requirements and expectations of the proposed Coastal Hazard Adaptation Planning Guidelines and linkages with related projects and work.
- Commissioned a research and benchmarking review to understand what can be learnt from the experiences of other jurisdictions around Australia in coastal hazard adaptation planning.
- Delivered a Coastal Data Stocktake.
- Accelerated improvements to SA's coastal monitoring infrastructure network by working with a number of state and national partner organisations to progress the deployment of additional coastal monitoring infrastructure around the state.

- Initiated a Statewide Coastal Erosion Hazard Assessment (due mid-2025).
- Developed draft 'Coastal Hazard Adaptation Planning Guidelines' (currently open for consultation) to ensure a consistent approach to the development of Coastal Hazard Adaptation Plans (CHAPs) in South Australia.
- Scoped an Interim Implementation Model (open for consultation) that proposes grant funding of \$1.3 million to incentivise councils to progress CHAPs. Funding is likely to open late 2024.

This work has been supported by leading coastal professionals in South Australia with stakeholders (including City of Marion) being engaged through periodic webinars, workshops and regular email communications.

Of particular relevance to the City of Marion is the Coastal Hazard Adaptation Guideline which provides a framework for Council to develop a consistent Coastal Hazard Adaptation Plan (CHAP) that will meet new standards for South Australia. All councils will be able to access dedicated funding and technical assistance for the development of CHAPs.

Further information and supporting reports are available on the program's website: [www.lga.sa.gov.au/climate-ready-coasts](http://www.lga.sa.gov.au/climate-ready-coasts)

It is suggested that City of Marion take advantage of the funding opportunity to expand the proposal for the Field River Dunes Management Plan (see below) to a Coastal Hazard Adaptation Plan for the whole City of Marion coastline. This would allow the existing City of Marion budget of \$20,000 to be matched with a grant funding of \$20,000 for a total project budget of \$40,000.

### **Adelaide Coastal Councils Network (ACCN)**

The Adelaide Coastal Councils Network (ACCN) is the collective voice for seven Adelaide metropolitan coastal councils working in partnership with LGA South Australia on coastal planning and management. The network has been established through a formal partnership between metropolitan councils and the LGA to support strong and effective governance.

The ACCN replaced the Metropolitan Seaside Councils Committee in 2022 (GC220823R13.3) with the City of Marion making a contribution of \$10,000 per year for membership since 2023/2024.

Over the past 12 months the ACCN has focused on the development of a Strategic Plan (Attachment 1) and identification of key priorities for the partner councils. The ACCN's Strategic Plan and vision: "*Adelaide's coastline is beautiful, healthy, resilient, cared for and enjoyed by all*", guides the network's key roles are in advocacy, knowledge sharing and collaboration with a focus on:

- coastal adaptation
- resilient and sustainable coastal infrastructure and built environments
- flourishing catchments and coastal ecosystems
- thriving coastal communities.

A dedicated Executive Officer helps drive advocacy and engagement with state and federal government. The Executive Officer coordinates a range of activities including:

- Quarterly network meetings (with ACCN delegates and key stakeholders)
- Bi-monthly technical officer meetings (council staff)
- Delivery of projects
- Seeking external grants to deliver shared metropolitan projects and reduce duplication of effort.

The City of Marion nominated delegates to the ACCN were determined at GC221129R12.14 to be:

- Councillor Sarah Luscombe
- Rebecca Neumann, Unit Manager Environmental Sustainability.

The City of Marion ACCN delegates regularly attend meetings and contribute to the direction of the network and priorities of the Executive Officer. The regular meetings support City of Marion to:

- Be aware of current council coastal programs, trends and priorities for metropolitan Adelaide.
- Engage with the Climate Ready Coasts Program.
- Create connections with adjoining councils to support efficiency in developing programs and advocating on priorities.
- Create connections with State Agencies on coastal priorities – in particular Coast Protection Board and Green Adelaide.
- Learn about emerging coastal issues and research priorities.

The ACCN works closely with the South Australian Coastal Councils Alliance (SACCA), a similar network coordinated independently from the LGA representing the views of regional South Australian Councils. The ACCN also facilitates network connections with the Australian Coastal Councils Association (ACCA), an independent council-funded organisation that advocates nationally on behalf of Australian Councils.

### **City of Marion Coastal Monitoring Program**

The last update on Council's Coastal Monitoring Program was delivered 12 months ago to the Environment Committee (EC230905R7.2). The Marion Coastal Monitoring Program has now been running for four years 2021-2024. The program runs over a calendar year so that the period of highest activity (winter) is not cut by the financial year. The existing program and funding sources have been summarised in Table 1.

**Table 1. 2021-2024 Coastal Monitoring Program and Funding Sources**

| Year       | Activity                                    | Council         | DEW Grant        | TOTAL            |
|------------|---|-----------------|------------------|------------------|
| 2019/2020  | Baseline scoping study                      | \$18,000        | \$40,750         | \$58,750         |
| 2020/2021  | Year 1 2021 Monitoring                      | \$10,500        | \$10,500         | \$21,000         |
| 2021/2022  | Year 2 2022 Monitoring                      | \$10,500        | \$10,500         | \$21,000         |
| 2022/2023  | Year 3 2023 Monitoring                      | \$10,500        | \$42,000         | \$52,500         |
| 2023/2024* | Year 4 2024 Monitoring and final evaluation | \$25,500        |                  | \$25,500         |
|            | <b>TOTAL</b>                                | <b>\$75,000</b> | <b>\$103,750</b> | <b>\$178,750</b> |

The whole Marion coastline is divided into four cells and at the end of each calendar year a summary report of activity recorded over the period is produced. The Annual Monitoring Reports are shared with the Coast Protection Board and key council staff working on coastal projects. The final project monitoring report summarising the whole program will be due in February 2025.

Similar to the last 12-month update, local weather and coastal conditions over the past few years have been dominated by the La Niña climatic cycle. Under La Niña, storm weather has typically been coming from the north-west and there have been very few strong winter storm events from the south-west that can sometimes cause damage to the City of Marion coastline. For the City of Marion to experience storm damage, the storm event normally needs to include one or all of the below:

- Wind and wave direction from the south-west
- High winter tides
- High wave and swell

- High rainfall.

Key findings of the program so far include:

- Gradual sea level rise is continuing to be detected in tidal monitoring.
- Some mild erosion is being observed along Hallett Cove beach and around the Field River mouth (particularly the Field River Dunes).
- Net loss of beach volume at Hallett Cove beach over the four-year monitoring period (estimated at around 17,000m<sup>3</sup> – for reference sand nourishment at West Beach is currently 200,000m<sup>3</sup> over 12 months).
- No evidence of rock falls or slumps along cliffs.
- Recovery of vegetated bases of cliffs since 2021.

Due to the mild nature of the past four years, the planned high resolution terrain mapping of the coastline has not been completed. This work is undertaken from helicopter using specialist LiDAR technology and requires significant specialist processing of the data. The advice from our consultants is that it is unlikely to reveal any additional information to justify the cost. Instead, it is advised that this money is used to extend a basic monitoring program.

Pending advice from the Coast Protection Board and outcomes of the 2021-2024 Monitoring Report (due early 2025), it is proposed that a scaled-back coastal monitoring program is delivered over the next four years. The high-resolution terrain mapping could then be considered if conditions show signs of changing.

There is \$45,000 currently available with the remainder of the year 4 monitoring and report yet to be completed. The proposed funding plan is included in Table 2 below. Note that existing funding will fund the completion of the 2021-2024 program and monitoring for year 1 of the 2025-2028 program. At this stage a budget reallocation is not required as the funding is within the 2024-25 financial year. Should the funds not all be expended by 30 June 2025 any carryover will be requested via the normal budget process.

A funding request for the remainder of the 2025-2028 program will be brought to Council in mid-2025 following analysis of the 2021-2024 program.

**Table 2.** Current and proposed funding.

| ACTIVITIES  | EXISTING<br>Extended to<br>30 June 2026 | PROPOSED<br>TBC subject to Council approval<br>mid-2025 for 2026/2027 budget |                 | TOTAL           |
|---|---|--|-----------------|-----------------|
|   |   | Council  | DEW Grant       |                 |
| Year 4 of 2021-2024 program   | \$14,000                                |  |                 | \$14,000        |
| 2021-2024 Four Year Summary Report  | \$7,000                                 |  |                 | \$7,000         |
| 2025-2028 Storm monitoring (terrain analysis after severe storms – expected 0-2 times per year) | \$12,000                                |  | \$3,000         | \$15,000        |
| 2025-2028 basic monitoring (\$12,000 per year)  | \$12,000                                | \$18,000   | \$18,000        | \$48,000        |
| 2025-2028 Four Year Report  |   | \$6,000  | \$4,000         | \$10,000        |
| <b>TOTAL</b>  | <b>\$45,000</b>                         | <b>\$24,000</b>  | <b>\$25,000</b> | <b>\$94,000</b> |

The last significant erosion incidents requiring emergency repair work occurred in May and September 2016. These two storms were identified as being approximately 1:30 ARI (average recurrence interval). Council received approximately \$25,000 from the Coast Protection Board to fund the emergency repair works.

It is recommended in the short-term (next 4 years) that Council continues to take the measured risk of responding to emergency repair works if the event arises and continues to collect further monitoring information on evidence and scale of coastal impacts to avoid inappropriate or poorly timed protection or adaptation works in the future. Further planning of responses (including monitoring) will be included within a Coastal Hazard Adaptation Plan.

### **Field River Dunes Management Plan**

In the City of Marion Business Plan 2023-2027 a project called the Field River Dunes Management Plan was included as a New Initiative with a budget of \$20,000 (GC230627R12.1). The project was identified to develop a plan to manage the coastline and progressive erosion of the dune at the mouth of the Field River. The plan was to identify management actions that responded to key values of the site that are threatened by any future erosion and degradation of the beach estuary including:

- Impacts and options for management of the registered cultural site at the River mouth including working with Kaurna.
- Loss of ecological value of the dune area, intertidal areas and impacts to shorebirds, in particular the nationally protected Hooded Plovers (a shorebird) that have been recorded at the site.
- Loss of amenity for local residents as clay is exposed underlying the dune.
- Any other community values that might be impacted in the area due to climate change.
- Timing and options for responses including:
  - Protection (council already has some preliminary engineering designs for rock protection).

- “Managed retreat” where works are completed to deliberately recede the dune landward and accommodate further intertidal area and revegetation.
- Natural retreat where the forces of the sea are allowed to impact the dune with intervention only occurring to manage any public safety risks.

Over the period of the current four-year coastal monitoring program, there has been some further erosion at the mouth of the Field River, particularly the dune to the south. In 2021, part of this southern dune receded 4-5 meters leaving an erosion escarpment with approximately 1 meter of exposed clay. Since this time there has not been any further recession.

In August 2022, staff met with an officer from the Aboriginal Affairs and Reconciliation team in the Attorney-General's Department to discuss Council's responsibilities around erosion of the dune and the potential impact to the registered cultural site. A representative from Kaurna Yerta Aboriginal Corporation (KYAC) was also invited however did not attend. There was not a clear role for Council in responding to erosion at this site. Staff will continue to discuss erosion of this site with the relevant team in State Government and seek further contact with Kaurna to share the results of the coastal monitoring program and discuss future actions at this location.

In 2019 and 2022 Hooded Plovers were being recorded at Hallett Cove Beach near the Field River mouth, including at least one attempt at nesting. No chicks were recorded during this period and sightings of Hooded Plovers at this location has since decreased. Options to accommodate further habitat for Hooded Plovers are likely to be limited but could include managed recession of the dune (rather than protection which will further reduce intertidal areas). Staff will continue to work with Birdlife Australia and Green Adelaide regarding Hooded Plovers at this location.

Further action on the Field River Dunes Management Plan has not been progressed due to:

- Mild weather conditions allowing a delay of management decisions and more time for collection on data and evidence of the rate of change to the area.
- The emergence of the Climate Ready Coasts program and Coastal Hazard Adaptation Guidelines that will provide a consistent approach to this type of coastal climate response planning.

In September 2024 the LGA released the draft Coastal Hazard Adaptation Guidelines and announced that funding to support adaptation would be available in late 2024 through the Climate Ready Coasts (CRC) program (see section above).

It is recommended that the existing plan for the Field River Dunes Management Plan is expanded to encompass a Coastal Hazard Adaptation Plan (CHAP) for the whole City of Marion coastline by leveraging the existing \$20,000 council budget with a further \$20,000 from the Climate Ready Coasts Program grant i.e. \$40,000 budget in total.

### **Proposal for City of Marion Coastal Hazard Adaptation Plan (CHAP)**

A Coastal Hazard Adaptation Plan (CHAP) for the City of Marion would provide a full summary of adaptation priorities and actions along the whole coastline. The primary area of focus would still be Hallett Cove Beach and Field River (same scope as existing proposal), however further consideration of action in some medium priority areas including Marino boat ramp / car park and the Esplanade Marino could also be included.

The CHAP would also include:

- A consistent approach to hazard identification and risk assessment confirmed by the Coast Protection Board.
- Technical support and guidance through the Climate Ready Coasts Program.
- An independent review of the plan and adaptation actions (including monitoring).

- A planning format accepted by the Coast Protection Board to enable better access to coastal funding for any adaptation works in the future.
- 

The Climate Ready Coasts, Coastal Hazard Adaptation Plan grant funding program will provide councils will grant funding to accelerate the development of CHAPs.

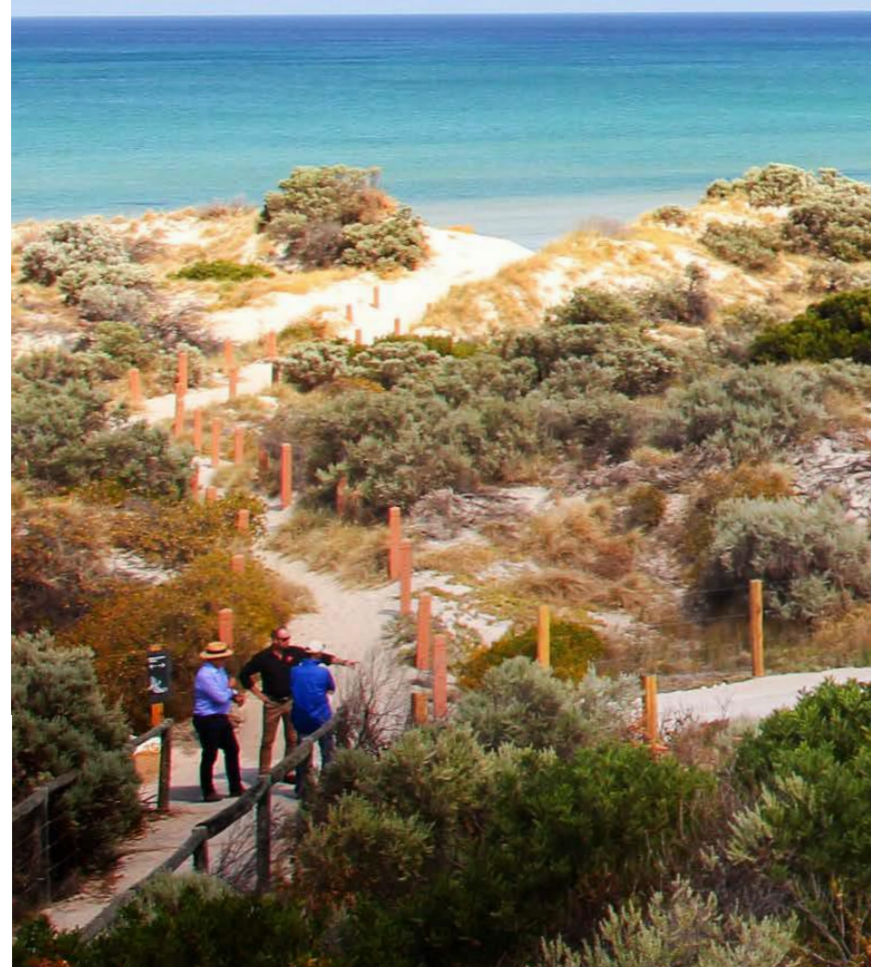
As described above, a total budget of \$40,000 is proposed (i.e. \$20,000 existing budget from Field River Dunes Management Plan, plus \$20,000 CHAP grant). This additional grant funding will enable:

- Consultant to assist with development of a Coastal Hazard Adaptation Plan (CHAP) for the City of Marion including existing coastal data, reporting and monitoring program.
- Support for community consultation (workshop facilitation and costs).
- Independent technical review of final City of Marion CHAP.

## **ATTACHMENTS**

1. Attachment 1 Adelaide- Coastal- Councils- Network- Strategic- Plan-2024-26 [7.2.1 - 2 pages]
2. Coastal Update Presentation IEC Oct 2024 [7.2.2 - 5 pages]

# ADELAIDE COASTAL COUNCILS NETWORK: STRATEGIC PLAN 2024-26



The Adelaide Coastal Councils Network (ACCN) is a partnership between LGA South Australia and Adelaide metropolitan coastal councils. Together, we support the proactive, integrated and sustainable planning and management of Adelaide's coastline for the benefit of South Australia's communities, the environment and our economy, now and into the future.

## Vision

Adelaide's coastline is beautiful, healthy, resilient, cared-for and enjoyed by all.

## Mission

The Adelaide Coastal Councils Network will lead, influence, communicate, listen, learn and work collaboratively and in partnerships to ensure that evidence-based and prioritised action is undertaken, to achieve our vision.

## Our role

- Representing and advocating for member councils' collective interests to state and federal governments and relevant agencies.
- Sharing knowledge between, and building capacity of, member councils.
- Partnering and collaborating with member councils and key stakeholders.
- Seeking sustainable ongoing investment in the management of the Adelaide metropolitan coast and grant funding for regional coastal initiatives.

## Our guiding principles

- Strategic, long-term planning and management
- Integrated, systems approach to coastal management
- Coordinated, collaborative and collective action
- Evidence-based, transparent and accountable decision-making
- Consider traditional and local knowledge
- Demonstrate outcomes via rigorous measures, targets and reporting
- Prioritise nature-based solutions in the first instance
- Infrastructure for coastal resilience
- Maximise co-benefits.

## Our partners and stakeholders

We work with a range of partners and stakeholders including other councils, state and federal agencies, non-government organisations, peak bodies, industry groups, universities, research organisations, Traditional Owners and communities.

The ACCN acknowledges the Kaurna people as the Traditional Owners of the country it operates on, and respects Elders past, present and emerging. We acknowledge First Nations peoples' unique cultural and spiritual relationships to the land, waters and seas, and respect these relationships in the delivery of services to communities. ACCN is committed to strengthening connections between First Nations people, councils and the broader community.



Strategic Priorities

| Goals             | Climate ready  | Resilient and sustainable coastal infrastructure and built environments   | Flourishing catchment and coastal ecosystems   | Thriving coastal communities  |
|-------------------|--|---|--|---|
|                   | <i>Member councils have the evidence, skills, resources, and capability to adapt to coastal change.</i>  | <i>Coastal infrastructure and built environments are climate resilient and sustainable over the long term.</i>  | <i>Catchment and coastal ecosystems are ecologically healthy, and resilient to a changing climate and future conditions.</i>   | <i>Adelaide’s coastal communities thrive into the future.</i>   |
| Outcomes          | <p>Member councils:</p> <ul style="list-style-type: none"><li>• have an improved understanding of coastal climate hazards and risks</li><li>• undertake coordinated, consistent approaches to coastal adaptation</li><li>• have increased capacity to undertake coastal adaptation planning</li><li>• undertake evidence-based planning, decision making and investment in the coast.</li></ul>  | <ul style="list-style-type: none"><li>• There is adequate investment in resilient and sustainable infrastructure and built environments that meet the needs of coastal communities into the future</li><li>• All levels of government undertake a strategic, integrated, systems approach to the planning, design and management of coastal infrastructure and built environments.</li></ul>  | <ul style="list-style-type: none"><li>• The water quality of catchment and coastal waters is protected and improved</li><li>• Catchment and coastal ecosystems, and connections, are protected and restored.</li></ul>   | <p>Adelaide’s coastal environs:</p> <ul style="list-style-type: none"><li>• are beautiful and provide a high level of amenity</li><li>• are accessible and useable by all</li><li>• promote and support Kaurna engagement and cultural connection</li><li>• protect and celebrate cultural, built and natural heritage</li><li>• provide multiple health and wellbeing benefits to users and the wider public</li><li>• generate economic benefits for local communities, the wider metropolitan region and the State.</li></ul> <p>Coastal communities, and the wider public, care about and for Adelaide’s coastal environs.</p>  |
| 2024-2026 Actions | <ul style="list-style-type: none"><li>• Contribute to the SA Climate Ready Coasts Program</li><li>• Represent and advocate for member councils’ collective interests in relation to integrated coastal adaptation to state and federal government, and relevant agencies</li><li>• Facilitate the sharing of knowledge between, and building the capacity of, member councils to undertake coastal adaptation, through an integrated systems approach</li><li>• Explore opportunities for member councils to partner and collaborate with each other and key stakeholders on integrated coastal adaptation</li><li>• Seek grant funding for regional initiatives, such as an Integrated Coastal Adaptation Plan, LiDAR mapping and CoastSnap coastal monitoring project</li><li>• Work collaboratively to communicate effectively with local communities to assist their understanding of coastal hazards and risks.</li></ul> | <ul style="list-style-type: none"><li>• Undertake a baseline audit of current activities (by local and state government) and future needs, and their funding status, in relation to coastal infrastructure<sup>1</sup> - to compile an evidence base for the Adelaide metropolitan region to inform the ACCN’s priorities</li><li>• Represent and advocate for member councils’ collective interests in relation to resilient coastal infrastructure and built environments to state and federal government, and relevant agencies</li><li>• Facilitate the sharing of knowledge between, and building the capacity of, member councils to realise resilient coastal infrastructure and built environments</li><li>• Explore opportunities for member councils to partner and collaborate with each other and key stakeholders to realise resilient and sustainable coastal infrastructure and built environments</li><li>• Seek grant funding for regional initiatives to realise resilient and sustainable coastal infrastructure and built environments.</li></ul> | <ul style="list-style-type: none"><li>• Undertake a baseline audit of current activities (by local and state government, non-government organisations and community groups), and future needs, and their funding status, in relation to protecting and restoring catchment and coastal ecosystems - to compile an evidence base for the Adelaide metropolitan region to inform the ACCN’s priorities</li><li>• Represent and advocate for member councils’ collective interests in protecting and restoring catchment and coastal ecosystems to state and federal government, and relevant agencies</li><li>• Facilitate the sharing of knowledge between, and building the capacity of, member councils to protect and restore catchment and coastal ecosystems</li><li>• Explore opportunities for member councils to partner and collaborate with each other and key stakeholders to protect and restore catchment and coastal ecosystems</li><li>• Seek grant funding for regional initiatives to protect and restore catchment and coastal ecosystems (e.g. to implement actions identified in the Metropolitan Adelaide and Northern Coastal Action Plan).</li></ul> | <ul style="list-style-type: none"><li>• Explore opportunities to engage with Kaurna on their priorities for the Adelaide metropolitan coastline</li><li>• Explore opportunities to protect, acknowledge and celebrate stories of cultural, built and natural heritage</li><li>• Explore opportunities to quantify the economic and social benefits of coastal environs to local communities, the wider metropolitan region and the State - for advocacy and communication purposes</li><li>• Represent and advocate for member councils’ collective interests in supporting thriving coastal communities to state and federal government, and relevant agencies</li><li>• Facilitate the sharing of knowledge between, and building the capacity of, member councils to support thriving coastal communities</li><li>• Explore opportunities for member councils to partner and collaborate with each other and key stakeholders to support thriving coastal communities</li><li>• Seek grant funding for regional initiatives to support thriving coastal communities.</li></ul> |

1 Coast protection, transport, utility, community, both grey and green infrastructure.

# Coastal Update

**Environment and Infrastructure Committee**  
**8 October 2024**

Rebecca Neumann,  
Unit Manager Environmental Sustainability



# Climate Ready Coasts

- Program led by LGA and Coast Protection Board
- Supporting development of Coastal Hazard Adaptation Plans (CHAPs) for all South Australian Councils
- Grant funding to open late 2024
- [www.lga.sa.gov.au](http://www.lga.sa.gov.au)

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The screenshot shows the LGA SA website. The header is blue with the LGA SA logo on the left, a search bar in the center, and a 'Log In' button with a user icon on the right. Below the header is a breadcrumb trail: 'Home > About > What we do > SA Climate Ready Coasts'. The main heading is 'SA Climate Ready Coasts' in a large, bold, dark blue font. Below this, there is a paragraph: 'The SA Climate Ready Coasts program is improving the approach to coastal management and accelerating coastal hazard adaptation planning in South Australia.' This is followed by another paragraph: 'The program is being delivered by the Local Government Association along with several partners: SA Coast Protection Board, Department for Environment and Water, Adelaide Coastal Councils Network and SA Coastal Councils Alliance.' Below the text is a green button with a right-pointing arrow and the text 'Get involved in our consultation'. Underneath the button is the section 'On this page:' followed by a list of seven links: 'Why coastal hazard adaptation is needed', 'Aims of the SA Climate Ready Coasts program', 'Program stages', 'Current projects in Stage one', 'About the program', 'Get involved: consultation in August/September 2024', and 'Want to find out more?'.

Log In

lga.SA

Search

Home > About > What we do > SA Climate Ready Coasts

## SA Climate Ready Coasts

The SA Climate Ready Coasts program is improving the approach to coastal management and accelerating coastal hazard adaptation planning in South Australia.

The program is being delivered by the Local Government Association along with several partners: SA Coast Protection Board, Department for Environment and Water, Adelaide Coastal Councils Network and SA Coastal Councils Alliance.

→ Get involved in our consultation

**On this page:**

- [Why coastal hazard adaptation is needed](#)
- [Aims of the SA Climate Ready Coasts program](#)
- [Program stages](#)
- [Current projects in Stage one](#)
- [About the program](#)
- [Get involved: consultation in August/September 2024](#)
- [Want to find out more?](#)

# Adelaide Coastal Councils Network (ACCN)

- Replaced Metropolitan Seaside Councils Network (MSCC) in 2022.
- Staff and Council Member delegates
  - Cr Sarah Luscombe
  - Rebecca Neumann
- [www.lga.sa.gov.au](http://www.lga.sa.gov.au)

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# Marion Coastal Monitoring

- 2021-2024 has been mild. No major issues.
- Final 2021-2024 report due Feb 2025
- Year 1 of 2025-2028 program covered by funding available from current program.
- Report to General Council mid-2025 for future funding.



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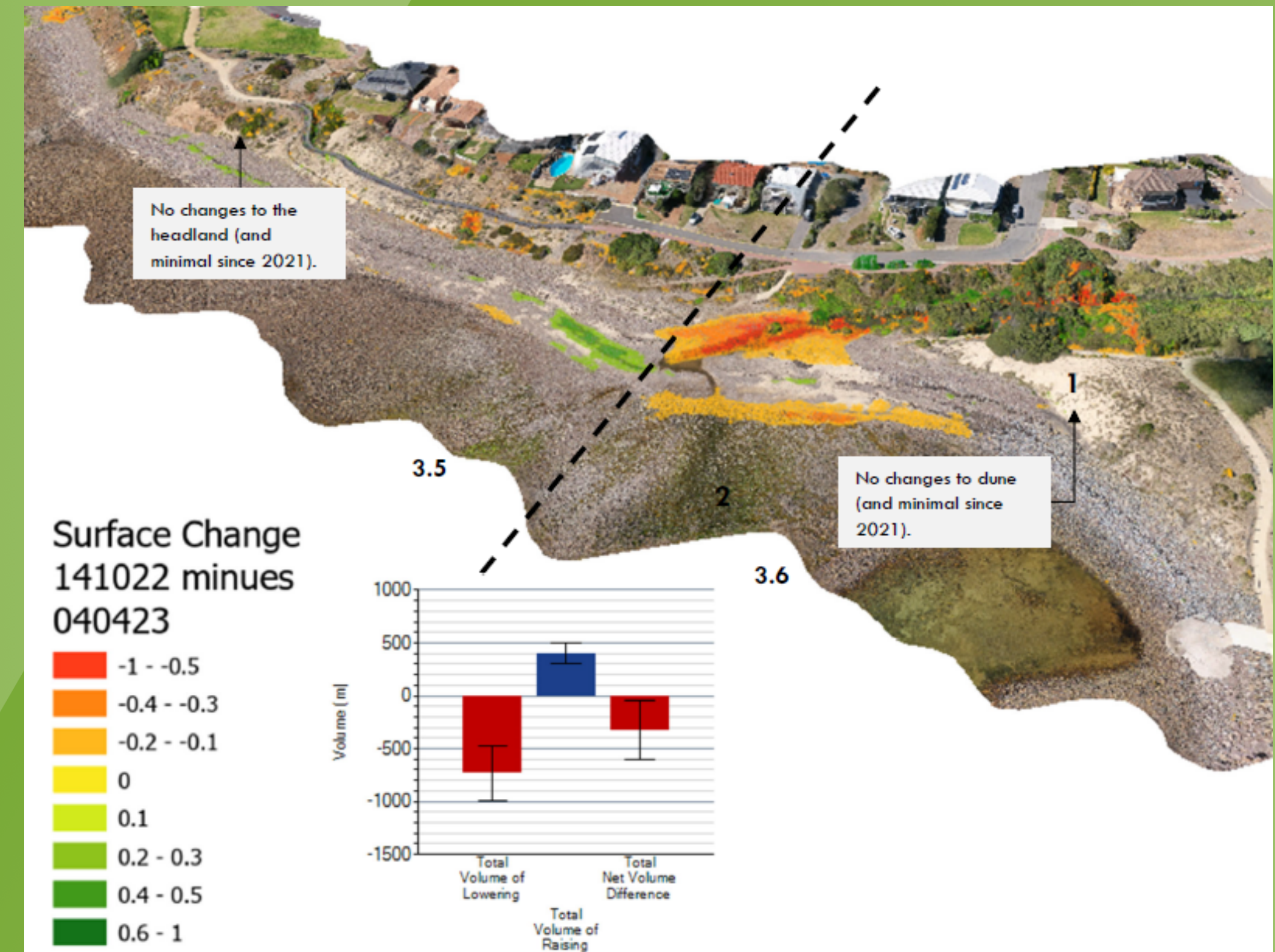


# Field River Dunes Management Plan

- Minimal changes since 2021
- Continue conversation with Coast Protection Board, Kaurua, Birdlife Australia and residents.

## Recommendation:

- Deliver existing work within Coastal Hazard Adaptation Plan (CHAP)
- Use existing \$20,000 to leverage additional \$20,000 grant from Climate Ready Coasts.



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### 7.3 Marion Centre and Environs Precinct Planning

|                            |  |
|----------------------------|--|
| <b>Report Reference</b>    | IEC241008R7.3                                      |
| <b>Originating Officer</b> | Senior Strategic and Policy Planner – David Barone |
| <b>Corporate Manager</b>   | N/A  |
| <b>General Manager</b>     | General Manager City Development - Ben Keen        |

#### REPORT OBJECTIVE

To inform members of a proposal to undertake a planning process for the Marion Centre and surrounding environs that will inform future development opportunities and formats, the required supporting infrastructure and potential future rezoning changes.

To seek support from Members about further scoping a consultant brief, Memorandum of Understanding (MoU) and a grant application for the Urban Precincts and Partnership Program (uPPP).

#### EXECUTIVE SUMMARY

The Greater Adelaide Regional Plan (GARP) investigations and release has highlighted the role and importance of the Marion Centre to the future growth of the Inner South Adelaide region. The Scentre Group are aware of this opportunity and are willing to undertake forward planning of the precinct to support the broad goals identified by both the draft Regional Plan and Council's Strategic Plan.

Funding is available through the federal government's Urban Precincts Partnerships Program (uPPP). The Program aims to create place-based plans that support improved housing, employment and public places through the collaborative planning of precincts between levels of government and the private sector. The planning for the growth and evolution of the Marion Centre and the surrounding Precinct strongly aligns with the Program's aims, and the willingness of Scentre Group to partake in such a project represents a unique opportunity for Council.

#### RECOMMENDATION

**That the Infrastructure and Environment Committee:**

1. **Notes the existing discussions held with Scentre Group and opportunity afforded through collaboration for this location.**
2. **Endorse that staff prepare for future endorsement by Council:**
  - a. **A consultant brief for the engagement of a consultant team to undertake the Precinct Planning Process**
  - b. **A draft Memorandum of Understanding with Scentre Group outlining processes and obligations relating to participation, contribution to process costs and best endeavours to achieving a shared outcome**
  - c. **A grant application for the project from the Urban Precincts Partnerships and Planning Program Stream one: Precinct development and planning.**

## DISCUSSION

### 1. Background and Strategic Context

The Development Services staff have been scoping a range of potential strategic growth opportunities within the Council area in response to the preparation of the GARP by the state government. This is in response to a call from the Department of Housing and Urban Development for Council's to undertake strategic planning for their Council areas (enshrined within the draft GARP) as well as the ability for Councils to now make amendments to Regional Plans within the *Planning, Development and Infrastructure Act, 2016*.

It is important for Council to plan strategically for future housing, population and employment growth in response to the Regional Plan, so that it sets a clear direction for landowners, developers and the community (i.e. it leads rather than reacts). This is particularly important in ensuring there is an evidence base for the assessment of future private Code Amendments by proponents (allowed within the new planning system) and would support the potential easing of the scope and extent of general infill development in some neighbourhoods.

The Marion Regional Centre/Oaklands Park station precinct has been identified as an important location for future growth, being an underutilised strategically positioned location. Notwithstanding this, there is a real opportunity to support the development of a night-time economy in the precinct, along with an improved diversity of land uses and an active and welcoming public realm environment.

At the same time, as scoping our response to the GARP Discussion Paper, Council was approached by Scentre Group regarding a submission for the GARP Discussion Paper. Staff highlighted the opportunity the GARP process provided Scentre Group in integrating future opportunities and investment into the Regional Plan and therefore aligning Planning and Design Code policies.

Expressing a willingness to undertake such a process, Scentre Group have engaged Urbis (Melbourne based organisation) to assist them, and initial discussions have been undertaken with Scentre Group and Urbis about a potential scope, desired outcomes, and process (see presentation made to them in May within **Attachment 7.3.1**).

Strategically planning for the evolution of the Precinct aligns with Council's strategic plan, notably the Community Vision and Strategies under the Liveable theme:

*We will create and maintain safe, attractive, and accessible public places and facilities.*

Priority 2: Accessibility, attractive, well-maintained, multi-use, destination places

L6 – Maintain and deliver community spaces, streetscapes and facilities that are intergenerational, vibrant, multi-use and welcoming. (Provider)

L7 – Identify and plan “community hubs” (vibrant and attractive precincts/ main street destinations) in priority locations. (Provider and partner)

Priority 3: Planning for future growth and changes to the population.

L8 - Provide State Government with clear advice on our future housing needs and gaps; and explore and inform opportunities for partnerships and delivery, aligned to State Government directives. (Partner and advocate)

*L9 – Undertake localised planning for identified key activity areas, strategic infill sites, and growth corridors as identified within the Greater Adelaide Regional Plan, collaboratively with landowners*

## **2. Urban Precincts and Partnership Program**

The Urban Precincts and Partnership Program (uPPP) by the Federal Department of Infrastructure, Transport, Regional Development, Communications and the Arts (Federal) comprises two Streams being:

- Stream 1: Precinct development and planning for projects between \$500,000 and \$5m with a pool of \$30m.
- Stream 2: Precinct delivery for projects between \$5m and \$50m with a pool of \$120m.

Stream 1 of the Program is now open and available until funds are exhausted.

The Program is to deliver transformative investment based on the principles of unifying places, growing their economies and serving local communities. On this basis, there is a focus on a partnership approach that brings together government, private entities and communities that have a shared vision in how to tailor a precinct to local needs.

Key grant criteria are:

- Alignment with Australian Government priorities, most notably Regional Plans, community priorities and other investment strategies that provides economic opportunities and enhances productivity, equity and resilience.
- Supports a place-based approach to planning, including better integration of land use and urban development/renewal and infrastructure investment.
- Contributes to government programs such as Closing the Gap, transition to net zero economy, social and affordable housing and National Cultural Policy.
- Demonstrates a need, particularly in addressing an existing public infrastructure gap that will improve public benefits or overcome barriers preventing investment to date.
- Scope for supporting future potential additional opportunities for private investment in and around the precinct to stimulate further growth (value-add).
- An open, transparent and collaborative process with community engagement, namely drawing in local community input and knowledge, and clarity in how the project partners will work together (including governance arrangements of the partnership), and how First Nations groups will be involved in the planning and design phase to shape the outcome.
- Capacity, capability and resources to deliver the project (including track record, resource plan, timing and budgets, and the contributions partners will make).

More details of the program can be found [here](#).

The program provides a unique opportunity for Council to seek funding for a comprehensive plan, and the alignment of Scentre Group in this process offers an enticing proposition for funding through the uPPP Grant.

## **3. Arriving at a Preferred Project and Scope**

Internal consultation with staff across the organisation regarding potential projects and their alignment with the scale and focus of the uPPP Grant identified several proposals including:

- Marion Centre and Environs Precinct Plan.
- Former Hills site / Castle Plaza, Edwardstown Precinct Plan.
- Alawoona Avenue, Mitchell Park Renewal Concept Plan.
- SA Housing Trust and City of Marion Programmed Land Swaps (Strategy and Agreement).

An outline of each proposal and an assessment of the merits of each proposal and the level of alignment / strength against the uPPP criteria has been undertaken and are contained within **Attachment 7.3.2.**

The Marion Centre and Environs Precinct Plan was identified as the strongest candidate against the fund criteria because:

- The project scale is consistent with that sought by the Program (with funding a minimum of \$500,000).
- The strong potential to support place-based planning that integrates land uses, public realm investment and infrastructure programming a strong partnership element with key a known key willing partner as major landowner.
- The capacity of the project to support increased productivity through commercial floor space expansion, strengthening linkages to Tonsley and the Flinders Precinct and create jobs.
- Capacity to support increased housing, particularly apartment housing, and provision of affordable housing (through private development and additional through potential community housing provider).
- The use of a co-design process (also known as a charette) that supports strong collaboration and community involvement, with scope to integrate First Nations engagement in the process (early and throughout).

The extent of the Study Area is identified to include the area identified below.



**Figure 1: Proposed Extent of the Study Area for the Marion and Environs Precinct Plan**

The project scope would include:

- Stage 1 Baseline Technical Investigations which identify existing context, constraints and opportunities across traffic, active transport, landscape, market dynamics and capacities (retail commercial and residential), infrastructure and land use planning framework.
- Stage 2 Co-design workshop (also known as a charette) over potentially 1 or 2 days (TBC) where all stakeholders work together in the same room through issues to identify a shared vision, guiding principles and options for the layout and building form of the precinct, along with other aspects requiring further investigation (such as infrastructure needs).
- Stage 3 Technical Investigations that take potential floor space and dwelling yields and the overall layout options from the workshop and work through the implications for infrastructure and public realm / placemaking opportunities to understand triggers for upgrades, sequencing and indicative (high-level) costs.
- Stage 4 Concept Design for a new Main Street environment taking the high-level workshop plan to a more detailed level and working through some of the challenges into a design that can be consulted with the community.
- Stage 5 Urban Design Guidelines that will provide added guidance to the design of new buildings and public realm to achieve the desired design quality, activation and coherent design language throughout the precinct that will aid in wayfinding.
- Stage 6 Precinct Plan Report that collates all of the above technical information into a easy to read report documenting the Shared Vision, guiding principles, preferred layout and building forms, key projects and actions (including suggested sequencing and infrastructure investment needed to support), Main Street Concept and Urban Design Guidelines. This will form the document that is consulted.
- Stage 7 Community Consultation will be undertaken in accordance with the Engagement Plan and will need to be consistent with the Engagement Charter under the Planning, Development and Infrastructure Act, 2016. A What we Heard Report will be prepared summarising key themes from consultation.
- Stage 8: Finalisation of Precinct Plan in response to feedback from consultation (including any additional investigations undertaken / required).

The process is expected to take up to 12 months, given the complexities of the investigations required, and the level of engagement sought through each stage of the process.

It is anticipated that Members will have briefings and opportunities to participate in each Stage of the project (including the workshop) and endorse the draft plan for consultation, and the final precinct plan.

Initial estimations of a potential overall project cost, utilising a multi-disciplinary consultant team (which will need to be procured through an open tender process) indicate that additional components in the form of Detailed Design work for a potential future Main Street will be needed to packaged into the grant application to achieve the minimum \$500,000 grant amount for eligibility.

However, the process may identify an alternative project to “package” and this can be reviewed at the conclusion of the Precinct Planning process.

These works would not commit Council to upfront on the ground investment, given that the Plan would identify sequencing of projects and investment priorities over a long timeframe (5 – 20 years). Future grant funding can be sourced for the potential works identified in the Precinct Plan (and having a costed detailed design for a potential first project will assist in this process). Indeed, the “Main Street” could potentially be delivered by Scentre Group instead of Council (this would be explored as part of the process).

Should the grant funding request for 50% of the costs be successful, then Council will be required to cover 25% of the overall costs (with the intent being Scentre Group to contribute the other 25%). Alternatively, a lower cost to Council can be achieved through a higher percentage contribution of the grant to the overall project.

#### **4. Next Steps required**

To support and strengthen the grant application for the uPPP Fund, it would be necessary to scope and prepare drafts of:

- A consultant brief to scope the works and further test the costs to inform a grant funding request (as well as articulating the collaborative elements in a methodology that speak directly to the grant criteria).
- A Memorandum of Understanding which demonstrates commitment by both Council and Scentre Group to work collaboratively in delivering the project

A Grant Application will then be prepared against the relevant criteria.

Assuming the Committee supports the project and grant request proposal, all the above will be presented to the November General Council meeting for formal endorsement.

#### **5. Summary**

The Urban Precincts and Partnership Program represents an ideal opportunity for Council to seek funding assistance in undertaking a strategically important project for the future development of a key location for the City of Marion and Adelaide’s Inner South Region. This opportunity is further improved by a supportive major owner (Scentre Group) in the precinct with broadly aligned objectives and desired outcomes.

The project has the potential to resolve a number of complex issues in the future development of this precinct, achieve a shared vision with Council, state agencies and private land owners, and ultimately, through translation into the Regional Plan and Planning and Design Code, provide a greater degree of certainty and confidence to all parties looking to invest in this location into the future.

#### **ATTACHMENTS**

1. Project Scoping Discussion Presentation to Scentre Group May 2024 [7.3.1 - 7 pages]
2. Urban Place and Partnerships Program Project Matrix [7.3.2 - 2 pages]

# Marion Centre and Environs Precinct Plan

## Project Scoping Discussion

David Barone

17 May 2024

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# Objectives & Deliverables

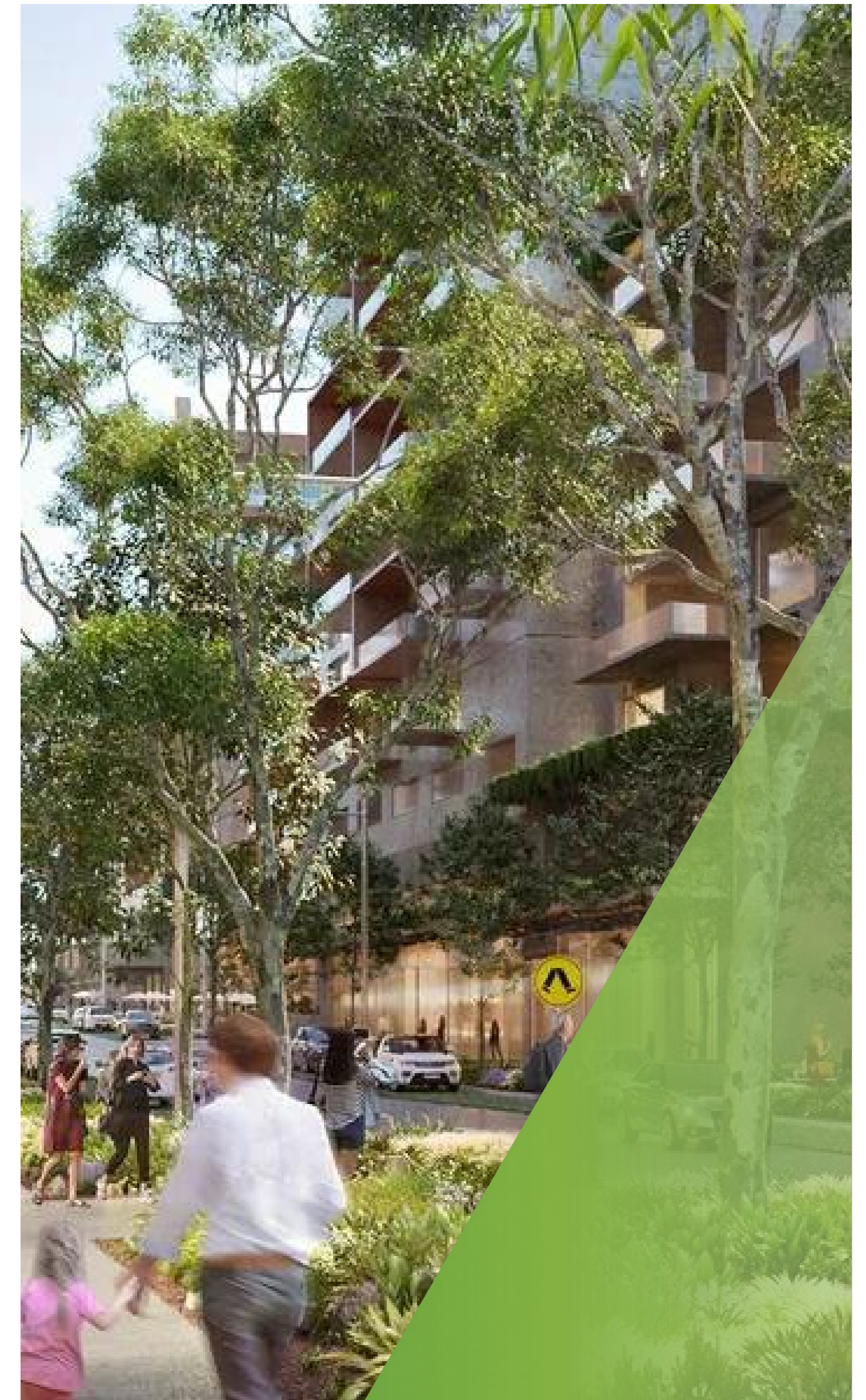
## Objectives:

- A Precinct Plan that provides an evidence-based framework that supports future decision making within the precinct.
- Shared Vision and support for Precinct Plan from all key landowners, state agencies and utility authorities.
- Identify potential funding opportunities for delivery and projects priorities and timeframes

## Deliverables

- Precinct Plan Report and associated technical investigation reports (where required)
- Urban Design Guidelines that support quality design outcomes and public realm treatments (potentially with building envelope plans?)
- List of priority projects and estimated timeframes, along with grant funding and partnership opportunities with high-level budgets (opportunity for micro-city deal?)
- A genuine and inclusive engagement process with all key stakeholders and all participants afforded the opportunity to be heard.
- Briefing presentations to Board / Council Members at key milestones.

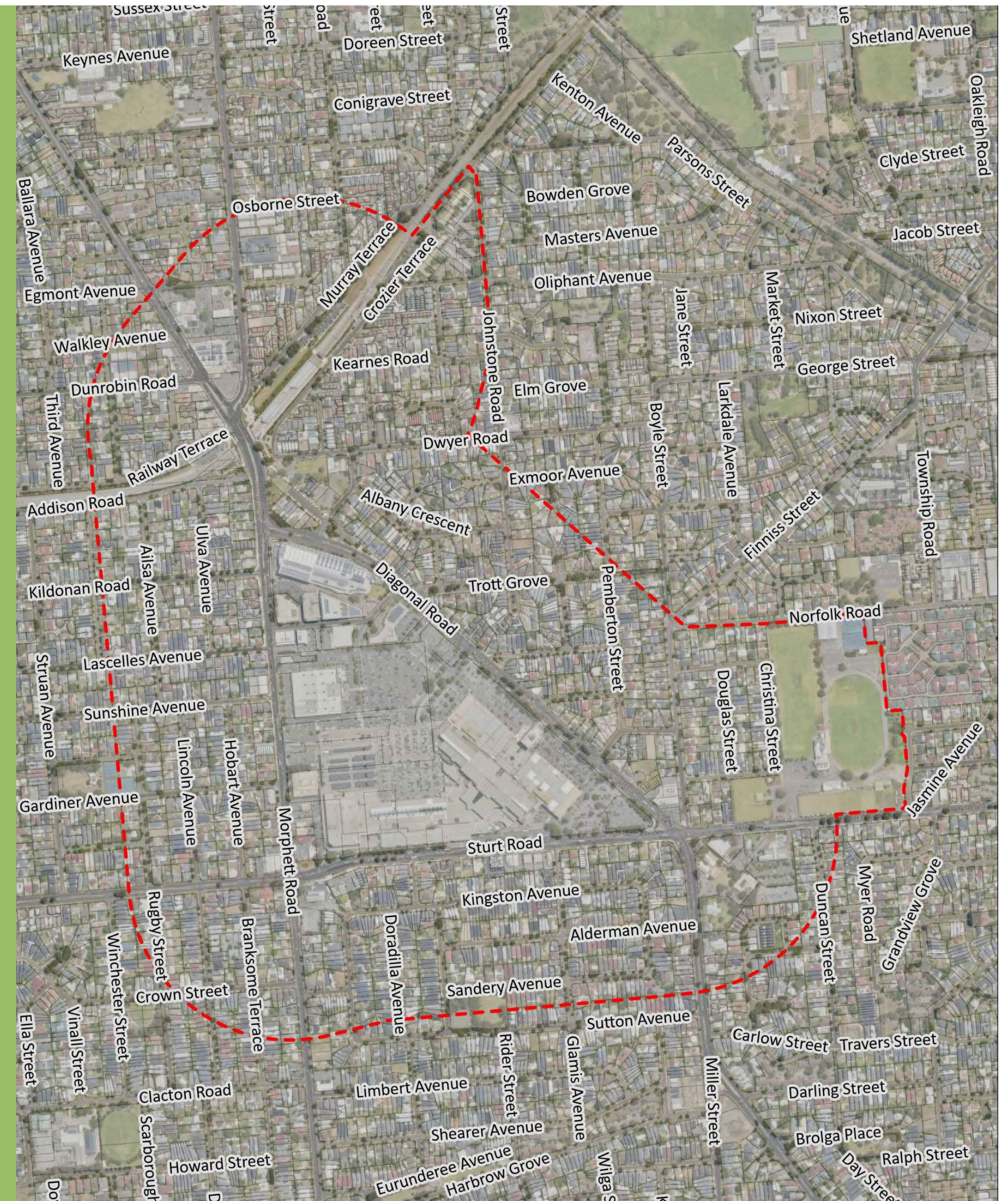
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# Study Area

- Marion Centre Triangle and 400m surrounding residential areas
- Oaklands Station and 400m surrounding residential areas
- Major SAHT site along rail corridor
- Marion Oval and Sports Precinct

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# Possible scope of work

## Strategic and Land Use Framework

- Strategic planning context (govt and Scentre)
- Statutory planning framework (opportunities and constraints)

## Road Network Analysis

- Existing network capacities and upgrade needs
- Current and future upgrade projects (incl impact of T2D)
- Assessment of parking usage and needs
- LATM studies and local road network servicing and management

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## Retail, Commercial and Economic Analysis

- Region and precinct employment profile
- Catchment analysis (capacity, growth, challenges)
- Future trend assessment
- Future land use and floor area opportunities / needs
- Broader economic analysis / benefits

## Housing Needs Analysis

- Future housing needs
- Housing stock in precinct (incl recent devt outcomes)
- Gaps in housing supply

## Existing Centre Needs

- Non-negotiables for operation and layout
- Servicing needs and locations
- Parking needs and contractually tied at-grade parking (if any)

## Public and Active Transport Analysis

- Existing public transport routes and connections
- Existing bus interchange status and potential future needs / accommodation
- Key active transport routes and connections in and around precinct
- Constraint and opportunity analysis for connections and movements

# Possible scope of work (cont)

## Infrastructure Network Analysis

- Existing location and capacities (utility and stormwater)
- Planned trunk and network upgrades (utility and stormwater)
- Opportunity for hydrogen gas integration
- Future demand / needs assessment (utility and stormwater)
- Future proofing / climate resilience
- Social infrastructure capacity and future needs (and scope for improved integration)

## Landscape and Public Realm Analysis

- Assess vegetation of value
- Public realm asset assessment (constraints and opportunities)
- Urban Heat Island impacts and opportunities
- Public realm improvement plan (including concept for Main street?)

## Urban Design Guidelines

- Built Form
- Public Space / Landscaping
- Sustainability (possibly)
- Placemaking

## Co-Design Workshop

- Workshop planning
- Workshop logistics
- Presentations for workshop
- Workshop Sessions (facilitation)
- Plan(s) preparation
- Workshop Record

## Stakeholder and Community Engagement

- Engagement Plan
- Initial engagement
- Co-design workshop
- Community consultation activities
- Council member briefings

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# Suggested Methodology



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# Still to figure out...

- Budget and funding opportunities
- Governance arrangements (roles/ responsibilities / management model)
- PLUS/DHUD integration

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Potential Projects Supporting the Urban Precincts and Partnerships Program

| Project  | Pros  | Cons  | Alignment with Program Criteria   |
|--|---|---|---|
| <b>Marion Centre and Environs Precinct Plan</b> <ul style="list-style-type: none"><li>A clear shared vision that articulates a role and outcome for the community of southern Adelaide</li><li>Delivering a broader mix of land uses into the triangle site, including those that support night-time economy and reduce reliance on the centre's opening hours</li><li>Provision of housing, including potentially affordable housing, community housing and aged care / retirement accommodation</li><li>Provision for a new main street environment that supports a high-quality pedestrian environment (either as a public road or as part of Scentre's ongoing ownership) and contributes to strengthening the location as a "community hub" and destination</li><li>Improved bus interchange facilities, better integrated into the centre (including potential relocation)</li><li>Improved walking and cycling connections throughout the centre site, and beyond into the surrounding neighbourhood</li><li>Other infrastructure improvements / augmentation or needs to deliver the broader vision, including potential funding opportunities for delivery (this will likely need to include road infrastructure improvements</li><li>Opportunities for improving greening, biodiversity and climate change adaptation (including reducing heat loads, mitigating weather events and decarbonisation)</li><li>Prioritised consolidation of sites to support increasing housing densities and alternative housing types being developed at the periphery of the precinct</li><li>Recommendations for rezoning to implement the Strategy (where / if necessary)</li><li>Identifying actions and deliverables for implementation (including priorities and identifying infrastructure works required), that provides clarity, agreement and certainty with project partners for future investment.</li></ul> | <ul style="list-style-type: none"><li>Potential for significant value adds in terms of new main street environment, greater mix of land uses (including residential) and improvements to public realm.</li><li>Potentially willing partner in Scentre Group (at least for master planning the future development of their site and surrounds</li><li>Aligned goals and objectives between Council and Scentre Group (at this stage)</li><li>Clarity in commitments and future investment by all parties</li><li>Clear direction for future investors about expectations and public and private investment timeframes (infrastructure, public realm etc)</li><li>Will allow us to update the Regional Plan and inform the preparation of a Code Amendment.</li><li>Aligns strongly with Council's Strategic Plan (current and draft)</li><li>Improved public transport connections</li><li>Provides the evidence base for future funding opportunities (such as Stream 2 or Places for People)</li><li>Aligns strongly to state strategic directions.</li><li>Scope for uplift to local economy and employment</li></ul> | <ul style="list-style-type: none"><li>Complex project and delivery will require strong political and financial commitment from Council</li><li>Likely to need formal Agreements to be put in place to manage risk</li><li>Lack of political goodwill for Westfield to deliver (based on past performance)</li><li>Element of risk in diversion of goals and objectives between parties longer term</li><li>Lack of clarity about willingness to partner with other parties beyond Scentre Group (other landowners or community housing providers)</li><li>We don't own the land and so have limited leverage</li><li>Likely to require agreements to be put in place quickly (might be tricky to achieve)</li></ul> | <ul style="list-style-type: none"><li>Scale is consistent with that sought by the Program</li><li>Potential to support place-based planning that integrates land uses, public realm investment and infrastructure programming</li><li>Strong partnership element with key willing partner as major landowner</li><li>Capacity to support increased productivity through commercial floor space expansion and strengthening linkages to Flinders Precinct</li><li>Capacity to support increased housing, particularly apartment housing, and provision of affordable housing (through private development and additional through potential community housing provider)</li><li>Co-design process supports collaboration and community involvement, with scope to integrate First Nations engagement in the process (early and throughout).</li></ul> |
| <b>Former Hills Site / Castle Plaza, Edwardstown Precinct Plan</b> <ul style="list-style-type: none"><li>Partner with DIT (as land owner) in seeking expressions of interest for the redevelopment of the land for mixed use and residential development in the form of apartments (ground level housing not allowed by policy)</li><li>Integrate new main street for Raglan Avenue's eastern end (including Concept Design)</li><li>Partner with Vicinity and DIT as major land holders – to get expansion of centre and activation of main street space</li><li>Scope for community housing provider, Renewal SA or SAHT integration (including land west of rail line)</li><li>Potential to explore opportunities for new civic / community facilities in this location (including joint / shared facilities with Mitcham?)</li><li>New train station to support the redevelopment of the precinct (potentially grade separating longer term)</li><li>Identify any additional</li><li>Concept for new plaza / open space adjacent train station and new link road (as per Concept Plan previously done for this location)</li><li>Urban Design Guidelines</li></ul>   | <ul style="list-style-type: none"><li>Limited number of owners to manage and engage may make this an easier process to manage and get agreement on</li><li>Already some agreement and direction in master planning for the site from previous DPA work and more recently with road connection design and modelling</li><li>Integrating a train station (at the expense of the Feds could be a big carrot for state to come on board, but politically risky (as it will likely need the closure of at least one of the neighbouring stations)</li><li>Aligns strongly to state strategic directions.</li><li>Scope for uplift to local economy and employment</li></ul>  | <ul style="list-style-type: none"><li>Torrens to Darlington works likely to be major focus for this location in the short to medium term and so willingness to engage in anything else for this site may be difficult with DIT</li><li>Scope for community benefit not as great as it could be for Marion Centre?</li><li>Benefits extend to Mitcham Council – may be a political problem?</li><li>Likely to require agreements to be put in place quickly (might be tricky to achieve given previous experiences)</li><li>Not clear of there is an appetite for a collaborative and open co-design process (may be an issue with DIT and Vicinity)</li></ul>   | <ul style="list-style-type: none"><li>Scale is just big enough to be consistent with that sought by the Program</li><li>Potential to support place-based planning that integrates land uses, public realm investment and infrastructure programming</li><li>Capacity to support increased productivity through commercial floor space expansion</li><li>Significant capacity to support increased apartment housing and provision of affordable housing (through private development and additional through potential community housing provider or SAHT land holdings (west of rail line)</li></ul>  |
| <b>Alawoona Avenue, Mitchell Park Renewal Concept Plan</b> <ul style="list-style-type: none"><li>Structure plan / concept plan for redevelopment of SAHT/Junction properties along Alawoona Avenue</li><li>Scope to integrate with Marion Life Church land holdings</li><li>Provide for new street connections</li><li>Provide for potential open space areas or expansions</li><li>Streetscape upgrade Concept Plan coordinated with development sites, incorporating WSUD and tree canopy improvements</li></ul>   | <ul style="list-style-type: none"><li>Coordinated development of the entire precinct</li><li>Coordination of public realm improvements with new housing, including alignment of driveways with street furniture and maximising street tree planting</li><li>Strengthening the connection between Marion Road and Tonsley (Alawoona as a "gateway")</li><li>Supports additional public housing (with no net decrease), along with other housing in partnership with developers / builders</li><li>Potential to link with and expand existing open space through the Marion Life site.</li><li>Potential to improve neighbourhood connections</li></ul>   | <ul style="list-style-type: none"><li>No clarity at this point in time of SAHT/Junction readiness or willingness to partner or develop these sites.</li><li>Scope is borderline large enough</li><li>Sensitivity in relocating existing residents to facilitate the development.</li><li></li></ul>   | <ul style="list-style-type: none"><li>Speaks directly to achieving additional housing, including affordable housing.</li><li>Can speak to sustainability through greening and water sensitive urban design.</li><li>Scale is smaller than the Program envisages.</li><li>Partnership exists, but is weak (value-add is limited)</li><li>No clarity in how meaningful community involvement can add value to the project.</li></ul>  |

Potential Projects Supporting the Urban Precincts and Partnerships Program

| Project  | Pros  | Cons   | Alignment with Program Criteria  |
|--|---|--|--|
| <b>SAHT and City of Marion Programmed Land Swaps (Strategy/Agreement)</b> <ul style="list-style-type: none"><li>Coordinated land swaps across the SAHT land holdings within the northern suburban areas of Council with excess open space within the southern suburbs of Council area</li><li>Intent is to prioritise achievement of open space (either new or expansions to existing) in locations with a shortage, and the supply of housing stock (potentially net increase) for SAHT in southern parts of the Council area (where there is little)</li><li>Scope for reserve concept plans for each site and schedules for future budgets and grant applications (can use the Open Spaces and Places for People Grant)</li></ul> | <ul style="list-style-type: none"><li>An opportunity to achieve the objectives of both organisations through collaboration</li><li>Targeted increases in open space in locations with shortages</li><li>Potential increase in public housing stock in southern suburbs where there is a shortage (the benefit being they can be closer to employment precincts such as Lonsdale and McLaren Vale)</li><li>Potential to increase housing supply, including public and affordable housing outcomes</li><li>Replace underutilised open spaces areas where there is an abundance, and activate spaces</li><li>Opportunity to integrate mixed uses in some locations that would support local centres and the live locally concept for the southern suburbs.</li></ul> | <ul style="list-style-type: none"><li>Will need community land revocation processes, and this could be politically challenging</li><li>Perception of removing open space</li><li>Stigma around public housing in neighbourhoods devoid of these housing types may be challenging to dispel</li><li>Lack of clarity as to willingness of SAHT to enter into such a broader strategic arrangement (as opposed to site-by-site that better suits their needs)</li><li>Not clear whether there is enough “surplus” usable reserve land available for meaningful strategic partnership project.</li></ul> | <ul style="list-style-type: none"><li>Strongly aligned to key focus of achieving additional housing, particularly affordable housing.</li><li>Partnership between state and local Council and potentially also community housing provider(s)</li><li>Could potentially support a “development / investment ready” project?</li><li>Scale perhaps not as big as desired by Program, and not strongly place-based</li><li>Does little to contribute to productivity.</li><li>Collaboration with community needed, but might be challenging for something of this nature.</li></ul> |

## 7.4 State Government Environmental Advocacy

|                            |  |
|----------------------------|--|
| <b>Report Reference</b>    | IEC241008R7.4  |
| <b>Originating Officer</b> | Manager Engineering, Assets and Environment – Mathew Allen |
| <b>Corporate Manager</b>   | Manager Engineering, Assets and Environment - Mathew Allen |
| <b>General Manager</b>     | General Manager City Services - Angela Allison             |

### REPORT OBJECTIVE

The purpose of this report is to seek feedback from the Committee on key environmental advocacy opportunities with the State Government.

### EXECUTIVE SUMMARY

The State Government plays a critical role in enabling action on many of Council's environmental priorities. This report outlines the top environmental priorities for advocacy and collaboration with the State Government. Focus areas include waste management, nature conservation, water and climate change. A summary of opportunities for consideration by the Committee is in Attachment 1.

### RECOMMENDATION

**That the Infrastructure and Environment Committee:**

- 1. Provides feedback on the environmentally focused State Government advocacy priorities contained in (Attachment 1).**
- 2. Recommends to Council the environmentally focused state Government Advocacy priorities, as amended through feedback from the Infrastructure and Environment Committee, be communicated to the State Government.**

### DISCUSSION

The list of priorities included in Attachment 1 has been created through feedback from various staff, environmental specialists and informed by priorities being raised in regional networks and forums. Community priorities raised through recent consultation for the Marion Strategic Plan have also been considered.

The issues highlighted here, require further action from the State Government to facilitate better outcomes for Council and the community. Please note some issues will be further explored in the Council's response to the review of the Environment Protection (Waste to Resources) Policy (EPP).

It is recommended that the Committee discuss these priorities included in Attachment 1 and feedback is recorded through the meeting notes.

Subject to the inclusion of feedback from the Committee, the final list of priorities would be formally considered by Council to be forwarded to State Government, ideally via a letter from the Mayor to the Premier, Minister for Climate, Environment and Water and the Minister for Housing and Urban Development.

### ATTACHMENTS

1. State Government Environmental Advocacy [7.4.1 - 3 pages]

The following is a list of environmental priorities for the City of Marion that would benefit from further advocacy with the State Government. This list has been created through feedback from various staff, environmental specialists and informed by priorities being raised in regional networks and forums. Community priorities raised through recent consultation for the Marion Strategic Plan have also been considered.

### **1. Waste – phasing out weekly landfill collections**

Currently about 40% by weight of our landfill waste is food waste that could be recycled through our organics recycling collection. Council is not able to increase the diversion of food waste away from landfill collections and into green organics recycling collections unless we no longer are required to offer a weekly landfill waste collection. Current calculations show that moving to a weekly organics collection would be likely to cost Marion ratepayers up to a million dollars extra each year due to the need to retain the option of a free weekly landfill collection.

### **2. Waste - soft plastics**

The new soft plastics recycling facility proposed for Kilburn is a positive development for South Australian. Further opportunities to work with State Government include:

- Options for separation of soft plastics through kerbside collections
- Promotion of community drop-off locations for soft plastics
- Identification of end-markets for processed plastic material - for example through use in council's road and open space programs or working with our economic development team to connect with businesses in our region.

### **3. Waste - batteries and e-waste**

Fires caused by lithium batteries are becoming a frequent hazard encountered through waste collection services. Significant issues are being encountered with fires in rubbish trucks, at the Southern Material Recycling Facility (SMRF) and at landfill sites occurring multiple times each year. There is also a reducing number of e-waste disposal options available to the Marion community. Further regulation on lithium batteries and safe disposal options for e-waste is required at State and Federal Government levels.

### **4. Nature – we need better biodiversity protection laws in urban areas**

City of Marion has long been advocating for improved biodiversity protection laws in the metropolitan area. There are significant areas of high-quality remnant native vegetation within the City of Marion that still have very little legislative protection. This includes significant biodiversity along our coastline and through our southern hills. The City of Marion has a patchy coverage of the *Native Vegetation Act 1991* which has been applied to administrative relics of past planning zones that have had no material changes for 30+ years. The application of this legislation bears no resemblance to the actual biodiversity values and community priorities of our council area. Despite ongoing efforts, there continues to be loss of remnant biodiversity sites across the council area due to the unfettered clearance and neglect of native vegetation on private land. Significant examples can be found along the whole coastal zone in Hallett Cove and Marino and Trumara Road Marino nearby to Marino Conservation Park and throughout various gullies in our southern hills.

### **5. Nature – Hills Face Zone: more houses, better biodiversity**

Over 20 years ago the City of Marion advocated strongly to rezone private land locally referred to as the "Sheep Paddock" to the south of Perry Barr Road, Hallett Cove. The proposal would rezone 1,300ha of Hills Face Zone, under the provision that a **dedicated biodiversity offset fund** was created from the sale of the land to enable better investment back into more strategic biodiversity priorities in council's southern hills and coast. The

current biodiversity value of the land is low and it has very little community value as open space. Whilst this proposal was not politically suitable 20 years ago, the increased need for housing supply and increased desire from our community to see investment into biodiversity is likely to mean its merits have changed.

## **6. Nature – Sturt River**

Further opportunities still exist for coordinated management of biodiversity and recreation along the Sturt River from its source within the City of Onkaparinga through various councils to the sea. A masterplan of these opportunities was developed by the State Government in 2006. Whilst many objectives of the plan have been achieved, there are still outstanding priorities around major upgrades of the channel, consistent land ownership and management agreements and continuity of trails and biodiversity connections. There is an opportunity for the State Government (ideally Green Adelaide) to take the lead on a major review of the Sturt River.

Council is currently delivering extensive biodiversity restoration works in this area (with support from a Federal Urban Rivers and Catchment Grant). Council also actively works on stormwater studies with adjoining councils to the east of the channel. Further support from the State Government would ensure better coordination across the length of the River and help direct investment.

## **7. Trees – Warradale Army Barracks**

The aging 23ha Warradale Army Barracks sits along Oaklands Road adjacent to Oaklands Wetland and the major urban renewal site of Oaklands Green. This Federal Government land holds one of the largest stands of remnant River Red Gum forest in the inner south. Being on Federal Government land it is excluded from local planning laws and there is concern that the trees have no protection from clearance. There is a need for public assurance from the State and Federal Government to ensure that the trees and open space values will be protected into the future.

## **8. Trees – conflicts with powerlines and other utilities**

There is ongoing concern about the suppressive influence that the *Electricity (Principles of Vegetation Clearance) Regulations 2021* and the activities of SA Power Networks (SAPN) has on Council's tree canopy. SAPN currently issuing non-compliance notices to councils across Adelaide requesting removal of potentially thousands of trees. The notice issued to City of Marion in 2021 identified 670 trees for removal. After a long period of negotiation, council has come to an arrangement where SAPN will prune non-compliant trees and charge council for the costs. Unfortunately, looking into the future new trees under powerlines in our council area will be restricted to small "dwarfed" varieties, whilst mature, established avenues of trees in often more wealthy areas will retain their lush streetscapes. It will be difficult to grow a sustainable and climate-resilient urban tree canopy that meets the needs of our community without further intervention from State Government on the way these Regulations are applied and the conduct of SAPN in relation to tree management.

## **9. Water – rapid expansion of "water sensitive urban design"**

A rapid expansion of water sensitive urban design (WSUD) is required throughout our council area to manage stormwater runoff, reduce urban heat and increase biodiversity and greening. This step-change requires significant additional upfront investment and an increase in service levels for many of our assets which is likely to be beyond the capacity of councils to fund alone. The technical guidance and advocacy of groups like Water Sensitive SA is appreciated in this space, however there is still a need for further investment from the State Government into grant programs and support for councils to enable transformational change to the way water is integrated into our urban landscape.

### **10. Climate Change – Hazard Mapping**

To support better climate change adaptation planning, there needs to be better coordination from the State Government on climate hazard mapping. The current data on climate hazards is stored in a variety of locations e.g. urban heat, bushfire risk, terrestrial flood and sea flood mapping are all located on different mapping servers and cannot be easily viewed together to support integrated climate response planning. Councils and our community require a consistent state-wide climate hazard mapping portal with data links that are available for councils to connect directly to their internal mapping systems. This will enable better integration of climate resilience into council operations including asset management planning and working with our community on climate vulnerabilities.

### **11. Climate Change – Integrated Coastal Planning**

Coastal management in the face of sea level rise and a changing climate is a significant challenge for local governments. The current partnership between State Government and the LGA on the [Climate Ready Coasts Program](#) provides excellent new direction for councils in adaptation planning. However, the State Government still needs to set a clearer strategic direction around how communities and businesses will be supported to manage the economic, cultural and environmental values that will be impacted from climate change. The City of Marion has been a leader in monitoring and identify coastal adaptation priorities along our coastline. City of Marion is lucky to generally be low risk and have relatively smaller range of community stakeholders. Over the coming years, all councils will need to follow similar programs. There needs to be a centralised resource and strategic planning at the State Government level to ensure consistency in integrated coastal adaptation planning across our State.

### **12. Climate Change – Regional Climate Partnerships**

The City of Marion forms part of the Resilient South Regional Climate Partnership along with the Cities of Holdfast Bay, Mitcham, Onkaparinga and the State Government. The Regional Climate Partnerships (RCPs) across Adelaide form a strong network for local government and State Government collaboration on climate response. Further long-term funding commitments (more than two years) and coordination from the State Government are required to enhance these partnerships and assist with longer-term planning in our State's climate response, particularly around greenhouse gas emissions reporting and delivery of regional resilience plans and partnerships.

### **13. Climate Change – Electrify Everything**

The community requires significant support to transition to fully electric homes, vehicles and more sustainable living. The existing State Government rebates through the Retailer Energy Productivity Scheme (REPS) is difficult to navigate and does not cover a full range of common household appliances. There are opportunities for the State Government to provide more support to residents on rebates and incentives.

### **14. Climate Change – Active and Sustainable Transport**

There is significantly more that could be done by the State Government to support the establishment of better public transport and active transport (particularly cycling) across Adelaide. We have identified a range of active transport opportunities through the City of Marion Draft [Walking and Cycling Guidelines](#).

**8 Reports for Noting - Nil****9 Workshop / Presentation Items - Nil****10 Other Business****11 Meeting Closure**

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