

Council Meeting Agenda & Reports

6 November 2023

Our Vision

*A City which values its heritage, cultural diversity,
sense of place and natural environment.*

*A progressive City which is prosperous, sustainable
and socially cohesive, with a strong community spirit.*

City of Norwood Payneham & St Peters
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City of
Norwood
Payneham
& St Peters

1 November 2023

To all Members of the Council

NOTICE OF MEETING

I wish to advise that pursuant to Sections 83 and 87 of the *Local Government Act 1999*, the next Ordinary Meeting of the Norwood Payneham & St Peters Council, will be held in the Council Chambers, Norwood Town Hall, 175 The Parade, Norwood, on:

Monday 6 November 2023, commencing at 7.00pm.

Please advise Tina Zullo on 8366 4545 or email tzullo@npsp.sa.gov.au, if you are unable to attend this meeting or will be late.

Yours faithfully



Lisa Mara
ACTING CHIEF EXECUTIVE OFFICER

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City of
**Norwood
Payneham
& St Peters**

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VENUE Council Chambers, Norwood Town Hall

HOUR

PRESENT

Council Members

Staff

APOLOGIES

ABSENT

1. **KAURNA ACKNOWLEDGEMENT**
2. **OPENING PRAYER**
3. **CONFIRMATION OF THE MINUTES OF THE SPECIAL COUNCIL MEETING HELD ON
9 OCTOBER 2023**
4. **MAYOR'S COMMUNICATION**
5. **DELEGATES COMMUNICATION**
6. **QUESTIONS WITHOUT NOTICE**
7. **QUESTIONS WITH NOTICE**

7.1 QUESTIONS WITH NOTICE – UPGRADING OF THE SECOND CREEK GROSS POLLUTANT TRAP - SUBMITTED BY CR KESTER MOORHOUSE

QUESTION WITH NOTICE: Upgrading of the Second Creek Gross Pollutant Trap
SUBMITTED BY: Cr Kester Moorhouse
FILE REFERENCE: qA1040
ATTACHMENTS: Nil

BACKGROUND

Cr Moorhouse has submitted the following Question with Notice:

Can staff please provide an update on the upgrading of the Second Creek Gross Pollutant Trap and ongoing works and maintenance to improve its effectiveness?

REASONS IN SUPPORT OF QUESTION

Nil

**RESPONSE TO QUESTION
PREPARED BY GENERAL MANAGER, INFRASTRUCTURE & MAJOR PROJECTS**

The Second Creek Gross Pollutant Trap (GPT) has improved trash collection volumes overall, however it is limited in its ability to retain debris in extreme weather events. There has also been ongoing maintenance requirements and operational issues since its installation.

Staff have met with representatives from the Department for Environment & Water (DEW) and Green Adelaide to resolve the issues. Staff are currently working with Green Adelaide and the Design Engineer to modify certain design elements to improve the effectiveness of the GPT in terms of the collection of debris, which in turn will ensure improved environmental benefits downstream and generally improve the local amenity.

At this stage, once the final modifications to the design have been agreed to by staff, work will commence to rectify the issues.

It is estimated that work to the GPT will be undertaken over summer.

8. **DEPUTATIONS**
Nil

9. **PETITIONS**
Nil

10. **WRITTEN NOTICES OF MOTION**

10.1 WRITTEN NOTICES OF MOTION – CONFIDENTIAL ITEM - COUNCIL RELATED MATTER

Refer to Confidential Item 14.1 of this Agenda.

11. STAFF REPORTS

Section 1 – Strategy & Policy

Reports

11.1 KENSINGTON AND PORTRUSH ROAD NORWOOD COMMUNITY FACILITIES CODE AMENDMENT

REPORT AUTHOR: Senior Urban Planner
GENERAL MANAGER: General Manager, Urban Planning & Environment
CONTACT NUMBER: 8366 4561
FILE REFERENCE: f16546A
ATTACHMENTS: A - E

PURPOSE OF REPORT

The purpose of this report is to advise the Council of a private Code Amendment, which proposes to rezone land at the corner of Kensington and Portrush Roads, Norwood and to seek Council endorsement of a draft submission on the proposed rezoning.

BACKGROUND

A private proponent (*Nicalnat Group of Companies*) has released the draft *Kensington and Portrush Road, Norwood Community Facilities Code Amendment* for consultation.

The draft Code Amendment is attached (**Attachment A**) together with an accompanying Fact Sheet and Engagement Plan prepared by the proponent's consultant Ekistics (**Attachments B & C**).

The land proposed to be rezoned by the Code Amendment, consists of approximately 6,450m² of land across five allotments within the Established Neighbourhood Zone (of the *Planning & Design Code*). The current zoning provides for low density residential dwellings as the preferred development outcome for this property.

The area affected is located on the north-west corner of Kensington Road and Portrush Road and is primarily used for medical consulting rooms and offices in existing former residences. Aside from a detached dwelling at 137 Portrush Road (corner of Donegal Street), the property, on a prominent busy intersection, has not been utilised for residential purposes for many decades. The surrounding locality contains a mix of uses, including a hotel and offices, Loreto Convent School, as well as dwellings, and like the site, has frontages to two busy road corridors as well as a minor residential street (Donegal Street).

The *Planning Development and Infrastructure Act 2016*, enables a person who has an interest in land, to propose an amendment to the *Planning & Design Code*. For the purposes of this process, an 'interest' is taken to be a financial or legal interest, such as a property owner. As the *Planning & Design Code* is a State-wide document, there are limitations in respect to the extent of change which can be proposed by a private proponent, such that a landowner, can only propose to change from one form of zone to an alternative zone, but not change any of the generic policy wording because this could affect thousands of other properties across the State.

The proponent seeks to rezone the land occupied by their business, together with the surrounding sites to a Community Facilities Zone.

Community engagement collateral that has been provided by the Proponent states in part:

"The rezoning would enable a purpose-built, multi-level, mixed use 'medical and allied health hub' (including retention of the Local Heritage listed building on the site) which would improve local health services and capitalise on the land's strategic location close to the Burnside Hospital. A future medical and allied health building in the order of 2 to 5 storeys is anticipated. The inclusion of a Neighbourhood Subzone enables the opportunity for low to medium rise residential development fronting Donegal Street to transition with the existing residential character to the west.

This rezoning will implement key targets of the 30-Year Plan for Greater Adelaide by providing opportunity for employment lands in close proximity to established residential areas, enhanced local health services and the protection and adaptive reuse of a place with heritage value."

Initiation of the Code Amendment (the first formal approval step in the process) was approved by the Minister for Planning on 2 June 2023, with the following conditions:

- Scope does not include the creation of new planning rules and is limited to the spatial application of policy.
- Further investigation of the interface with residential properties to the west and whether a more nuanced approach to building heights via Technical and Numeric Variations (TNVs) may be appropriate in managing any potential interface issues.
- Conduct a search of the Register of Aboriginal Site and Objects to identify relevant Aboriginal heritage considerations, including any identified cultural sites and objects.
- Investigation of possible heritage values including assessment against section 67 (1) of the Act of the single storey bungalow at 141 Kensington Road, Norwood.

The report of the latter investigation by DASH Architects can be viewed at the following web link:

https://plan.sa.gov.au/_data/assets/pdf_file/0005/1273487/Kensington-and-Portrush-Road,-Norwood-Community-Facilities-CA-H-Heritage-Review.PDF

Though academic now, because the dwelling (which has never been a Local Heritage Place) has since been demolished, the report stated that there is no basis for designating the bungalow at 141 Kensington Road as a Local Heritage Place because:

“...it is not representative of the historic themes of importance to the local area (as established by the 1995 Heritage Survey), nor is it particularly “beyond the ordinary” for a dwelling of this period”.

As a precursor to the Minister considering whether to approve a Proposal to Initiate a Code Amendment, the proponent must demonstrate that it has discussed the proposal with the relevant Council.

On 3 June 2022, the Chief Executive Officer responded in writing to a request, made on behalf of the proponent, for comment, indicating that:

“The Council reserves the right to provide further comments and form a position of support or otherwise on a proposed rezoning when the draft Code Amendment is available for review”,

and providing preliminary comments covering heritage, interface between land uses, traffic impact, flood management and opportunity for a concept plan – refer **Attachment D**.

The proponent undertaking a Code Amendment (rezoning) determines how the consultation process will be conducted, in accordance with the State Planning Commission's *Community Engagement Charter*. Through this consultation process, the Council has an opportunity to provide a submission on the proposed rezoning (the purpose of this report).

Ekistics provided a briefing for Elected Members on 20 September 2023. The six-week public consultation period concludes on 8 November 2023.

As the property adjoins the Local Government boundary, the City of Burnside was also consulted prior to the start of the formal public consultation.

The Proponent's Engagement Plan includes the following:

- Display of Code Amendment on Plan SA Website and at the Council office.
- Fact sheet.
- Direct letters to traditional custodians, nearby owners and occupiers, government agencies, Council's, utility providers, Local Members of Parliament.
- Two Drop-in sessions for members of the public, held on 14 and 19 September 2023.

A copy of the Engagement Plan is contained in **Attachment C**.

The scope of investigations undertaken by the Proponent included:

- Review against State Planning Policies, Regional Plan and other key strategic policy documents.
- Aboriginal sites and objects.
- Growth and land supply analysis.
- Zoning selection.
- Context and massing opportunity study.
- Built heritage analysis.
- Tree assessment analysis.
- Infrastructure and utility services analysis, including stormwater and flooding.
- Interface management analysis.
- Transport and access analysis.

RELEVANT STRATEGIC DIRECTIONS & POLICIES

Outcome 1: Social Equity

An inclusive, connected, accessible and friendly community

Objective:

Convenient and accessible services, information and facilities

Outcome 2: Cultural Vitality

A culturally rich and diverse city, with a strong identity, history and sense of place

Objective:

2.4 Pleasant, well designed, and sustainable urban environments

Outcome 3: Economic Prosperity

A dynamic and thriving centre for business and services

Objective:

3.1 A diverse range of businesses and services.

3.2 Cosmopolitan business precincts contributing to the prosperity of the City.

3.5 A local economy supporting and supported by its community.

FINANCIAL AND BUDGET IMPLICATIONS

Nil.

EXTERNAL ECONOMIC IMPLICATIONS

If approved, the Code Amendment is likely to have economic implications relating to the value of land and economic returns on development. If development opportunities are realised, the potential impacts include increased employment opportunities.

SOCIAL ISSUES

The Code Amendment seeks to facilitate additional and upgraded health services, plus additional dwellings in proximity to various services in the Norwood area, including public transport to and from the CBD. There is also some potential for impacts on the amenity of the local area, including through increased traffic generation, due to an intensification of use of the site which would be facilitated by the Code Amendment.

CULTURAL ISSUES

The site contained three (3) buildings (former dwellings) recommended for designation as Local Heritage Places in the 1995 *Kensington and Norwood Heritage Review* by Mark Butcher Architects. Only one of these buildings was ultimately listed as Local Heritage Place. The two-storey bluestone former dwelling at 139 Kensington Road, the only one of the three former dwellings nominated by the Council and designated as a Local Heritage Place, is proposed to remain a Local Heritage Place.

A report by DASH Architects which accompanies the Code Amendment contests the 1995 (Mark Butcher Architects) local heritage listing recommendation for the bungalow at 141 Kensington Road. This bungalow, located close to Portrush Road, was demolished during September 2023. DASH Architects in the summary of its report, dated 22 August 2023, stated as follows:

“While the Dwelling is a relatively attractive Bungalow, it is not representative of the historic themes of importance to the local area (as established by the 1995 Heritage Survey), nor is it particularly “beyond the ordinary” for a dwelling of this period.

For these reasons there is no basis for any consideration of Local Heritage listing of the Subject Dwelling.”

A third dwelling on the site, at 137 Kensington Road, though identified in the 1995 heritage survey, remains unprotected as it has not been designated as a Local Heritage Place.

ENVIRONMENTAL ISSUES

The *Planning & Design Code* contains a range of policies encouraging sustainable development outcomes. However, due to the spatial application of the Code there are some limitations on which policies can be applied during the assessment of a Development Application. The relevant environmental policies are addressed in further detail in the discussion of this report.

RESOURCE ISSUES

Nil

RISK MANAGEMENT

There is a risk that the proposed rezoning and associated potential development outcomes, such as increased traffic in local streets, will not be supported by the local community residing or working in and around the affected site. The Council can provide its views on the proposed rezoning proposals, but ultimately the risk of not achieving full community support is a matter for the State Planning Commission and Minister for Planning to consider.

COVID-19 IMPLICATIONS

Nil

CONSULTATION

- **Elected Members**
An Information Session regarding the proposed Code Amendment was provided to Elected Members on 30 September 2023.
- **Community**
Planning consultant Ekistics, on behalf of the proponent, is conducting consultation for a period of six (6) weeks from 27 September to 8 November 2023.

- **Staff**
General Manager, Urban Planning & Environment
Manager, Urban Planning & Sustainability
Manager, Development Assessment
Manager, Traffic & Integrated Transport
- **Other Agencies**
Not Applicable.

DISCUSSION

The Proposal

The Code Amendment proposes to amend the *Planning & Design Code* by rezoning a site on the north-western corner of Kensington and Portrush Roads, Norwood, from Established Neighbourhood to Community Facilities.

The Code Amendment has the stated intent of supporting the development of a purpose-built, multi-level, mixed use 'medical and allied health hub'. This would improve local health services and capitalise on the land's strategic location close to the Burnside Hospital. A future medical and allied health building in the order of 2 to 5 storeys is anticipated. It is stated that existing medical/health businesses in the area occupy converted former dwellings (including on the existing site) "*which are often compromised spaces which cannot readily adapt to current technology and medical equipment*".

The Code Amendment also observes that identifying large, well-located sites to deliver integrated, state of the art medical facilities is extremely difficult, particularly in the eastern suburbs of Adelaide. (It is noted that there is also a finite supply of land for master-planned residential development in the eastern suburbs, plus there is competition for sites along main roads from the childcare sector which would appear compatible with a Community Facilities zoning. Accordingly, a degree of land use competition for sites like this can be expected.)

The site includes a Local Heritage Place, a two-storey bluestone detached dwelling at 139 Kensington Road, with this designation intended to remain in place in conjunction with the new Community Facilities zoning.

The Community Facilities Zone has been selected as containing what are considered by the proponent to be the 'best fit' components from the *Planning & Design Code* for this land use vision (involving a medical hub), the site, and its setting. In addition, other components included are a Neighbourhood Sub Zone and associated provisions.

The Neighbourhood Sub Zone (of Community Facilities Zone) and associated policies (from the *Planning & Design Code*) are also proposed.

The rationale provided is that this enables opportunity for low to medium rise residential development fronting Donegal Street to transition down in scale towards the existing residential character to the west. However, by applying the sub-zone it would also enable residential development elsewhere across the site as discussed further below.

Existing Zone Policies

The existing Established Neighbourhood Zone has the following Desired Outcomes:

- DO1: *A neighbourhood that includes a range of housing types, with new buildings sympathetic to the predominant built form character and development patterns.*
- DO2: *Maintain the predominant streetscape character, having regard to key features such as roadside plantings, footpaths, front yards, and space between crossovers.*

The maximum building height is 2 levels.

While the Zone does envisage some non-residential development (ie. offices, shops and consulting rooms) to improve community accessibility to services, these are encouraged to be small scale and in the order of 200m². The existing consulting room and office tenancies on the site, by comparison have a combined floor area of approximately 1,500m² Gross Leasable Area.

Proposed Zone Policies

A switch to the *Community Facilities Zone* and *Neighbourhood Sub Zone* introduces the following Desired Outcomes (replacing those for the Established Neighbourhood Zone above):

Community Facilities Zone

DO1: Provision of a range of community, educational, recreational and health care facilities.

Neighbourhood Sub-zone

DO1: Community, educational and health care land uses and residential development at medium densities as an alternative land use.

The proposed inclusion of the whole site in the Neighbourhood Sub Zone would help enable residential development that is not contemplated otherwise in the Community Facilities Zone.

More particularly, it would mean that the following Neighbourhood Sub Zone provisions apply:

Performance Outcomes

PO 1.1

Development is associated with or ancillary to the provision of community, educational, recreational and / or health care services.

PO 1.2

Residential land uses at medium densities that provide an alternative to community, educational and health care facilities in the zone.

DTS/DPF 1.2

Development comprises one or more of the following:

1. *dwelling*
2. *residential flat building*

Building Form and Character

PO 2.1

Buildings designed, sited and of a scale and appearance that complements the character and amenity of adjoining residential areas and buildings of heritage significance.

PO 2.2

Residential development that incorporates a high standard of architectural and urban design and sustainability.

PO 2.3

Residential development constructed adjacent to a residential allotment in a neighbourhood-type zone:

1. *is of a bulk, height and floor space and provides a site frontage that complements the character and amenity of the locality*
2. *provides space around buildings to maintain and enhance the predominant character of the locality and provide opportunities for landscaping.*

Building Height

PO 3.1

Residential buildings of up to 3 storeys in height sufficiently set back from an existing dwelling in the zone, subzone or an adjoining zone to avoid detrimental impact on those dwellings due to the height, scale or bulk of the development.

In respect to height, PO 3.1, which refers to *residential buildings of up to 3 storeys in height*, due to the way it is worded, is not considered to be setting an absolute height limit and in any case, needs to be read in conjunction with PO 2.1, 2.2 and 2.3 and the Technical Numerical Variation which sets maximum building heights of 2, 3 or 5 levels (for different parts of the site).

The word '*alternative*' in PO 1.2, and Desired Outcome DO 1, suggests that residential development on its own is contemplated. The use of the word '*comprises*' in DTS/DPF 1.2, tends to support this interpretation - that is, if '*comprises*' or '*comprising*' means, or could mean, made up entirely of.

Yet, in the justification given by the proponent in the Code Amendment, an upgraded medical centre is pivotal. This is logical and unsurprising given a proponent from the health sector and a property near the Burnside Hospital.

The accompanying documentation also indicates the intent that residential use will be a secondary land use. The traffic impact report, for example, only assesses a concept consisting of 11 dwellings fronting Donegal Street and consulting room / office space of 7000 m² gross leasable area. This would indicate that a much larger, predominant or exclusive residential use for the site not been considered or assessed.

Nevertheless, the application of the Neighbourhood Sub Zone across the whole property could support a wholly residential land use as specified in the Desired Outcome for the Sub Zone.

This is considered to be poor drafting in the wording of the subzone, introducing wholly residential as an "alternative" instead of as a secondary, ancillary land use which is otherwise not contemplated in the Community Facilities Zone.

The Interpretation Rules in the *Planning & Design Code* state that a subzone prevails over a zone policy.

If a medical centre, of up to 5 storeys, is not ultimately found to be viable once rezoning has occurred, this would enable an entirely residential option to be pursued on the property.

A concern therefore is that the draft Code Amendment has not assessed the implications of a residential-led development across the whole property (as opposed to a major medical centre upgrade with complementary residential development).

The Code Amendment downplays the stand-alone residential potential, stating that:

"There is a limited likelihood of the future use of the Affected Area for exclusively residential accommodation, given its existing use for non-residential activity and location on corner of two major arterial roads which would compromise residential amenity and vehicle access."

However:

- the viability of a multi-level medical centre of up to 5 levels, is open to question in a suburban context - particularly at this location;
- the recently-released *Greater Adelaide Regional Plan Discussion Paper* includes the subject land in an urban growth corridor investigation area, signalling prospective new Urban Corridor zones promoting housing growth along arterial roads, including Kensington Road; and
- the Council is well-advised to take a long-term perspective on what potential future uses may occupy this property, including up to 5 storey residential.

Both the alternatives of residential-dominant or medical-led development align well with regional strategic objectives relating to housing and jobs growth.

Now the Code Amendment process is open to private landowners, whereby a Proponent can select a different zone from the *Planning & Design Code* to apply to their land. A Community Facilities Zone has been selected in this instance, to enable the land uses of community, education and medical facilities. It is unfortunate that the policy wording of the Neighbourhood Subzone in the Code library contains ambiguity, opening up the option of a completely residential development scenario.

If an entirely residential option for the property is desired, now, or in the future, a more appropriate zone should be selected and applied through the Code Amendment process.

However, given that a medical hub is integral to the justification for the Code Amendment, with no alternatives canvassed or assessed, a residential-dominated development would be a problematic potential outcome of the Code Amendment as proposed. It would not be what the community has been led to expect as an outcome of a Community Facilities Zone.

The wording of the Neighbourhood Sub Zone Desired Outcome (above), is at odds with the stated purpose of the Community Facilities Zone and contrary to the intent expressed in the Guide to the *Planning & Design Code* in that a Sub Zone should not have a contrary land use intent to that of the Zone that it sits beneath.

The Sub Zone Desired Outcome needs to be revised to clarify that the intent is not to support a stand-alone residential development. This is not a direct option for either the proponent or the Council. Neither can alter the policy templates in the *Planning & Design Code*.

The Council, however, can advocate that the Minister for Planning make this change to achieve greater clarity and integrity in the *Planning & Design Code* and to ensure that Code Amendment processes do not inadvertently entrench an alternative land use in this case (residential) in a community-purpose zone.

The following approach is therefore suggested for inclusion in the Council's submission to overcome what is considered to be a drafting error of the Neighbourhood Sub Zone:

1. Provide advice that the Subzone only be applied to the western portion of the property abutting Donegal Street for the land envisaged as residential townhouses (as shown in the Brown Falconer Massing and Opportunity Study). This will provide clearer certainty about the Proponent's intent of facilitating development of a medical hub as and not be displaced by a stand-alone residential development over the majority of the site. This will support residential development presenting to Donegal Street and a more positive interface with established residential properties on the eastern side of the street.
2. As this drafting anomaly requires resolution, the Minister be requested to review the Neighbourhood Sub Zone's Desired Outcome 1, to remove this ambiguity in the primary land use intent between community facilities and predominantly medium-density residential development, which thwarts the stated intent of the Community Facilities Zone.
3. Indicate that should the proponent wish to pursue the option of residential use of the whole, or most of the property, then a Code Amendment proposing different zoning, such as the Corridor Living Zone, could be initiated at any future point in time.

It is noted that the Guide to the *Planning & Design Code* describes the purpose of the Community Facilities Zone and Neighbourhood Sub Zone as follows:

“Community Facilities Zone

Zone outcome

This zone provides for a range of community and institutional type developments. These include social, health, welfare, educational and recreation facilities that provide a service to the local community and larger scale community facilities that provide a service to the wider community and beyond, such as, schools and hospitals.

When it applies

Areas accommodating land uses such as community centres, schools and hospitals.

Subzones

The zone includes 3 subzones:

....

Neighbourhood Subzone

*Envisages community, educational and health care land uses **complemented** by residential development at medium densities as an alternative land use”.*

When read as a whole, this suggests any land in the Community Facilities Zone would accommodate community and related non-residential uses, as opposed to tracts of purely or predominantly residential development. The Guide also suggests that a Sub Zone should not over-ride the land use intent of the relevant Zone.

By contrast, when a Development Application is assessed in the future, it would be assessed applying the Rules of Interpretation for the *Planning & Design Code* which indicates that subzone policy will prevail over zone policy in the event of a conflict.

Overlays

The proposal also involves removal of the Stormwater Management Overlay and Urban Tree Canopy Overlay, which are only applied in the *Planning & Design Code* in conjunction with Neighbourhood Zones. The proposed Code Amendment’s intent to remove two Overlays is in accordance with State requirements but is considered problematic for the following reasons.

Stormwater Management

The Code Amendment will remove the application of the Stormwater Management Overlay which addresses stormwater runoff from building roof surfaces. The Proponent is unable to propose otherwise due to the guidelines for amending the Code, which has been adopted by State planning authorities.

This leaves intact other policies addressing the impact of stormwater runoff from carparking and driveway areas in the General Provisions of the Code which encourage a high level of onsite stormwater retention and limit hard paved stormwater catchment areas. On such a significant sized property very close to First Creek, with potentially large future roof areas, and under-croft carparking, the potential runoff impact is not insignificant.

The infrastructure services report accompanying the Code Amendment, indicates that future development which increases hard paved surface will likely need to incorporate stormwater detention storage measures to restrict post-development flows from the site to less than pre-development flow rates and that a finished floor level of 300mm above estimated flood level will be required for the section of the Affected Area that may be subject to flooding.

The report assumes that the Stormwater Management Overlay will be retained, not removed as proposed by the draft Code Amendment, stating as follows:

“Existing Code Policies in the Stormwater Management Overlay, Hazards (Flooding – General) Overlay, Hazards (Flooding) and General Development Policies section of the Code will ensure a robust assessment of any future development proposals.”

Noting that the relevant technical report indicates that the Overlay is integral to a robust assessment outcome, the Council’s position should be that in approving the Code Amendment, the Minister for Planning should ensure the Stormwater Management Overlay is included as a condition of approval, should the Proponent not make this change to the proposed policy.

Urban Tree Canopy

The Code Amendment will remove the application of the Urban Tree Canopy Overlay. The subject land is a highly prominent site next to the intersection of two busy major roads. Given this high visibility, it is inequitable and inappropriate that the Urban Tree Canopy Overlay will be applied to similar sites in the locality, but not the subject land. There is no reason why a medical centre with a large property cannot support a healthy tree canopy. It is typical for trees to be removed as part of site works even if space exists for reinstatement on the subject land.

The Council's position should be that in approving the Code Amendment, the Minister for Planning should opt to retain the Urban Tree Canopy Overlay as a condition of approval, should the Proponent not make this change to the proposed policy.

Other Policy Changes

As shown in Figure 1 below, the Code Amendment also alters the Technical and Numeric Variations (TNVs) specifying new building height limits as follows:

- For the western area of the site along the Donegal Street – Building height maximum of 3 levels (12.5 metres);
- For the northern and eastern area of the site including along the Portrush Road frontage – Building height maximum of 5 levels (18.5 metres);

Maximum building height of 2 levels will be retained for the southern part of the property to accommodate views of the local heritage place (also protected by Local Heritage Overlay and Heritage Adjacency Overlay).

The proponent proposes to also remove the application of the minimum frontages and minimum site area TNVs, which apply to residential development in the existing Established Neighbourhood Zone.



Figure 1: Proposed TNV (building height maximum)

Strategic Impact of the proposed Rezoning

The Code Amendment is considered to align well with the current Regional Plan as it supports dwelling and employment growth in a highly accessible location well served by public transport services (buses along Kensington Road and Portrush Road.)

Potential Impacts of Future Development

The specific impacts of future development on the subject site will be assessed as part of a formal development application.

Built Form Outcomes

The three primary considerations of future potential built form include the impact on adjacent residential properties in Donegal Street, the prominent landmark location at the intersection of Kensington and Portrush Roads and the views and setting of the local heritage place centrally located in the site.

Limiting height to three (3) levels in proximity to the Donegal Street frontage will help manage the impact of new buildings on nearby residential areas and is supported. This will complement the role of existing provisions that help to lessen impacts on residential amenity within the locality of a development.

The TNV height limit of five (5) storeys is considered appropriate in the northern part of the site, behind the Local Heritage Place as shown indicatively on the Massing and Opportunities Study in Attachment F of the Code Amendment. This height relates appropriately to the building heights to the north of the site.

Limiting height towards the Kensington Road frontage to two (2) levels, will lessen the impact on the Kensington Road streetscape and permit public views of the façade of the Local Heritage Place at 139 Kensington Road.

Heritage Adjacency

The potential impacts on the Local Heritage Place located at (139 Kensington Road) within the area affected are also addressed by the following existing provision of the Code:

Heritage Adjacency Overlay PO 1.1

Development adjacent to a State or Local Heritage Place does not dominate, encroach or unduly impact on the setting of the Place.

While the policy is not particularly strong or specific, in these circumstances the Code is considered to provide sufficient guidance for a future development to not unduly impact the heritage value of the Local Heritage Place.

Noise and Amenity

Traffic noise levels and volumes in the locality are primarily likely to be affected by the passing traffic more so than movements generated by the envisaged and potential uses of the land. The likely exception is in Donegal Street, which is discussed below.

Traffic Impacts

A future development on the property has the potential to impact upon both traffic volumes and movements on Kensington Road, Portrush Road and Donegal Street. The affected area is covered by two Code Overlays which seek to manage impacts on arterial roads – Traffic Generating Development and Urban Transport Routes Overlays. The policies contained in these Overlays operate in conjunction with a prescribed referral to the Department of Infrastructure and Transport and are considered reasonable in managing potential impacts on arterial roads. However, potential impacts on the local traffic network are of concern.

A Transport Impact Assessment has been prepared by Stantec Consultants and forms part of the attachments to the Code Amendment.

The report assesses the potential traffic impacts of a possible future development scenario including only 11 dwellings in addition to consulting rooms. Given the scope for a considerably larger number of dwellings if the Neighbourhood Sub Zone is applied to the whole area affected as proposed, the report cannot be said to have assessed the full traffic implications of the Code Amendment, only those of a particular development concept. This is problematic.

The following existing general provision of the Code will be applied in future assessment of a development application:

City Wide Principle of Development Control 102

Development should be designed to discourage commercial and industrial vehicle movements through residential streets and adjacent other sensitive land uses,

In addition, the draft Council submission recommends that a Concept Plan be introduced for the site to discourage vehicle access to the medical facility from Donegal Street.

The submission also advises that in considering this Code Amendment, the State Planning Commission and the Minister, obtain independent advice to provide confidence that the policy proposals (across the range of possible development scenarios) are appropriate to manage the potential impacts of the rezoning on the local traffic network.

Public Notification of Future Development

The zones contained in the *Planning & Design Code* each contain a table that determines which development applications should be subject to public notification. The public notification process involves a sign being placed on the site, letters being sent to adjacent properties, and publication on the PlanSA website.

In the *Community Facilities Zone* (as proposed to be applied in the area affected):

- A future Development Application for consulting room would **not** trigger public notification, except where the site of the development is adjacent land to a site (or land) used for residential purposes in a neighbourhood-type zone.
- An office would **not** trigger public notification, except an office that exceeds the maximum building height specified in Community Facilities Zone DTS/DPF 2.1; or does not satisfy other Zone provisions; Community Facilities Zone DTS/DPF 1.3, Community Facilities Zone DTS/DPF 2.2 or Community Facilities Zone DTS/DPF 2.3.
- A residential development on the property would trigger public notification, unless it is a development which, in the opinion of the relevant authority, is of a minor nature only and will not unreasonably impact on the owners or occupiers of land in the locality of the site of the development.

OPTIONS

The Council has the following options with respect to how it responds to the draft Code Amendment.

Option 1

The Council can resolve to endorse the attached draft submission contained in **Attachment E**, with or without amendments, as being suitable for submitting to the Proponent.

This option is recommended.

Option 2

The Council can resolve to not make a submission during the consultation period; however this would result in a missed opportunity to raise important policy issues of concern.

This option is not recommended.

CONCLUSION

The *Kensington and Portrush Road Community Facilities Code Amendment* proposes to rezone land next to a major road intersection in the south-east corner of Norwood to the *Community Facilities Zone*. If approved, it would result in increased development potential including for consulting rooms which is generally appropriate for a site fronting busy arterial roads, subject to appropriate policies, vehicular access, and design.

The Code Amendment documentation suggests that the proponent intends to redevelop the larger part of the property as a medical facility of 2-5 levels. However, a range of uses are envisaged by the Code provisions that will apply and the new Neighbourhood Subzone, due to its ambiguous wording, introduces the potential for a medium to high rise residential development, perhaps even exclusive residential development, as a potential alternative to consulting rooms or community facilities. All impacts of an intensely residential outcome including traffic have not been canvassed or addressed, other than for the concept preferred by the Proponent - that is, a medical hub with a limited number of dwellings up to three storeys along the Donegal Street frontage.

The Proponent's mixed land use concept is appropriate. The attached draft submission recommends amendments to reduce the extent of the Neighbourhood Subzone to the land adjacent the western side of Donegal Street (as indicated by the Proponent), this would provide for a suitable land use buffer to existing residences. This recommended arrangement would also better underpin the main land use, a medical centre development on the balance of the property. Any future change preferencing intensive residential development across the entire property could occur following due process to implement another Code Amendment with a different, more appropriate residential zone (noting the Council would need to consider the impacts of any such proposal before formulating a position).

The attached draft submission, contained in **Attachment E**, also seeks retention of current Overlay policies relating to stormwater management and tree canopy and introduction of a Concept Plan to direct non-residential traffic away from Donegal Street.

As the issue identified relating to residential potential in parts of the Community Facilities Zone goes beyond the scope of the Proponent's Code Amendment and may affect other areas, it is appropriate that the Council advise the Minister for Planning to provide a clearer Desired Outcome for the Neighbourhood Sub Zone, so that this Sub Zone does not subvert the purpose of the Community Facilities Zone as a zone primarily accommodating consulting rooms, community facilities or other similar non-residential uses. This is in the interests of appropriate transparency and certainty of potential development outcomes for this property.

Aside from the changes recommended in this report and in the attached submission, the draft Code Amendment is considered to apply a range of suitable policies to address built form outcomes and impacts as part of a future development application.

COMMENTS

Nil.

RECOMMENDATION

1. That the draft submission contained in **Attachment E**, in response to the proposed *Kensington and Portrush Road Community Facilities Code Amendment*, be endorsed and the submission be forwarded to the State Planning Commission and the Proponent.
2. That the Chief Executive Officer be authorised to make any minor editorial/grammatical changes to the submission prior to the submission being lodged.
3. That the Minister for Planning be requested to revise the Desired Outcome for the Neighbourhood Sub Zone of the Community Facilities Zone, to limit the residential development contemplated to development that complements (and is ancillary to) the primary land use of community facilities.

Attachments – Item 11.1

Attachment A

Kensington and Portrush Road Norwood Community Facilities Code Amendment

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City of
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Payneham
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CITY OF NORWOOD PAYNEHAM & ST PETERS

SUBMISSION ON KENSINGTON & PORTRUSH ROAD NORWOOD, COMMUNITY FACILITIES CODE AMENDMENT

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1. Executive Summary

The Code Amendment proposes to amend the *Planning and Design Code* by rezoning a site on the north-western corner of Kensington and Portrush Roads, Norwood, from Established Neighbourhood to Community Facilities.

The Council is generally supportive of the mixed-use development concept proposed by the Proponent, given that the impacts of the height of buildings will be limited by the 3-storey (Technical Numerical Variation) maximum height for the site fronting Donegal Street and the application of the 45-degree building envelope policy (also having regard to the height of existing four-storey flats to the north).

The Proponent's concept is considered to align well with the current Regional Plan because it supports dwelling and employment growth in a highly accessible location well served by public transport services (buses along Kensington Road and Portrush Road).

In terms of the Code Amendment, the retention of the Stormwater Management and Tree Canopy Overlays, introduction of a Concept Plan, and application of the Neighbourhood Sub Zone only on the western side of the area affected, flanking Donegal Street, are recommended to ensure a robust basis for assessment that supports the vision articulated by the Proponent.'

It is also recommended that the State Planning Commission, in assessing the suitability of the proposed Code Amendment, obtain independent advice to provide confidence that the policy proposals (across the range of possible development scenarios) are appropriate to manage the potential impacts of the rezoning on Donegal Street and the local traffic network.

2. Comments on Contemplated and Potential Land Use Alternatives

The Code Amendment has the stated intent of supporting the development of a purpose-built, multi-level, mixed use 'medical and allied health hub' with a building in the order of 2 to 5 storeys anticipated.

The site includes a Local Heritage Place, a two-storey bluestone detached dwelling at 139 Kensington Road, with this designation intended to remain in place in conjunction with the new Community Facilities zoning.

The Community Facilities Zone has been selected as containing what are considered by the Proponent to be the 'best fit' components from the Planning and Design Code for this land use vision (involving a medical hub), the site, and its setting.

Inclusion of the whole site in the Neighbourhood Sub Zone (of Community Facilities Zone) is proposed. The rationale provided is that this will enable opportunity for low to medium rise residential development fronting Donegal Street to transition with the existing residential character to the west. However, it would also enable residential development elsewhere across the balance of the site (as discussed below).

Application of the Community Facilities Zone and Neighbourhood Sub Zone introduces the following Desired Outcomes (replacing those for the Established Neighbourhood Zone):

Community Facilities Zone

DO1: Provision of a range of community, educational, recreational and health care facilities.

Neighbourhood Sub-zone

DO1: Community, educational and health care land uses and residential development at medium densities as an alternative land use.

The proposed inclusion of the whole site in the Neighbourhood Sub Zone would help enable residential development that is not contemplated otherwise in the Community Facilities Zone.

The following other Neighbourhood Sub Zone provisions would apply:

Performance Outcomes

PO 1.1 *Development is associated with or ancillary to the provision of community, educational, recreational and / or health care services.*

PO 1.2 *Residential land uses at medium densities that provide an alternative to community, educational and health care facilities in the zone.*

DTS/DPF 1.2 *Development comprises one or more of the following:*

1. *dwelling*
2. *residential flat building*

Building Form and Character

PO 2.1 *Buildings designed, sited and of a scale and appearance that complements the character and amenity of adjoining residential areas and buildings of heritage significance.*

PO 2.2 *Residential development that incorporates a high standard of architectural and urban design and sustainability.*

PO 2.3 *Residential development constructed adjacent to a residential allotment in a neighbourhood-type zone:*

1. *is of a bulk, height and floor space and provides a site frontage that complements the character and amenity of the locality*
2. *provides space around buildings to maintain and enhance the predominant character of the locality and provide opportunities for landscaping.*

Building Height

PO 3.1 *Residential buildings of up to 3 storeys in height sufficiently set back from an existing dwelling in the zone, subzone or an adjoining zone to avoid detrimental impact on those dwellings due to the height, scale or bulk of the development.*

In regards to height, PO 3.1, which refers to *residential buildings of up to 3 storeys in height*, due to the way it is worded, is not considered to be setting an absolute height limit and, in any case, needs to be read in conjunction with PO 2.1, 2.2 and 2.3 and the Technical Numerical Variation which sets maximum building heights of 2, 3 or 5 levels (for different parts of the site).

Notwithstanding the above, the Council supports the proposed 3-storey (Technical Numerical Variation) maximum height for the site fronting Donegal Street as well as the application of the existing 45-degree building envelope policy where a development site in the proposed Community Facilities Zone will adjoins the Established Neighbourhood Zone. This has regard to taller elements in the locality including the height of the existing four-storey flats to the north of the site.

The word 'alternative' in PO 1.2, and Desired Outcome DO 1, suggests that residential development on its own is contemplated. The use of 'comprises' in DTS/DPF 1.2 tends to support this interpretation, that is, if 'comprises' or 'comprising' means, or could mean, made up entirely of.

Yet, in the justification given by the proponent for the Code Amendment, an upgraded medical centre is pivotal. This is logical and unsurprising given a proponent from the health sector and a site near Burnside Hospital.

The accompanying documentation also indicates the intent that residential use will be a secondary land use. The traffic impact report, for example, only assesses a concept consisting of 11 dwellings fronting Donegal Street and consulting room / office space of 7000 m² gross leasable area. This would indicate that a much larger, predominant, or exclusive residential use for the site has not been considered or assessed.

Nevertheless, the application of the Neighbourhood Sub Zone across the whole area could support a wholly residential use as specified in the Desired Outcome for the Sub Zone.

This is considered poor policy drafting in the wording of the Sub Zone, introducing wholly residential as “alternative” instead of as a secondary, ancillary land use which is otherwise not contemplated in the Community Facilities Zone.

The Interpretation Rules in the *Planning and Design Code* state that a Sub Zone policy prevails over a Zone policy if there is inconsistency.

If a medical centre, of up to 5 storeys, is not ultimately found to be viable for the site once rezoning has occurred, this would enable an entirely residential option to be pursued on the site.

A concern therefore is that the draft Code Amendment has not assessed the implications of a residential-led development across the whole site (as opposed to a major medical centre upgrade with complementary residential development).

The Code Amendment downplays the stand-alone residential potential, stating that:

“There is a limited likelihood of the future use of the Affected Area for exclusively residential accommodation, given its existing use for non-residential activity and location on corner of two major arterial roads which would compromise residential amenity and vehicle access.”

However, it is submitted that:

- The viability of a multi-level medical centre of up to 5 levels, as proposed, is open to question in a suburban context.
- The Greater Adelaide Regional Plan Discussion Paper includes the subject land in an urban growth corridor investigation area, signalling prospective new Corridor zoning to promote housing growth along arterial roads linking with the Adelaide CBD, including Kensington Road.
- Demand for medium-density residential development (as well as other alternatives potentially) is more likely to grow than diminish.

Both the alternatives of residential-dominant or medical-led development align well with regional strategic objectives relating to housing and jobs growth.

Now the Code Amendment process is open to private landowners, whereby the Proponent can select a different zone from the *Planning and Design Code* “library” to apply to their land. A Community Facilities Zone has been selected in this instance, to enable the land uses of community, education, and medical facilities. It is unfortunate that the policy wording of the Neighbourhood Sub Zone of the Code library contains ambiguity, opening up the option of a completely residential development scenario.

If an entirely residential option for the site is desired, now, or in the future, a more appropriate zone for this should be selected and applied through the Code Amendment process.

However, given that a medical hub is integral to the justification for this Code Amendment, with no alternatives canvassed and assessed, a residential-dominated development, without a substantial expansion of consulting rooms or similar non-residential uses, would be a problematic outcome of this Code Amendment. It would not be what the community has been led to expect as an outcome of a Community Facilities Zone.

The wording of the Neighbourhood Sub Zone Desired Outcome is at odds with the stated purpose of the Community Facilities Zone, and contrary to the intent expressed in the *Guide to the Planning and Design Code* that a Sub Zone should not have a contrary land use intent to the Zone that it sits beneath.

The Sub Zone Desired Outcome needs to be revised to clarify that the intent is not to support a stand-alone residential development.

Accordingly, in terms of land use, the Council recommends as follows:

1. To provide more certainty that the intent of facilitating development of a medical hub as proposed by the proponent, apply the Sub Zone only to the western portion of the land abutting Donegal Street for the land envisaged as residential townhouses (as shown in the Brown Falconer Massing and Opportunity Study). This will support residential development presenting to Donegal Street, providing a transition in building scale and a more positive interface with established residential properties on the eastern side of the street.
2. The Minister for Planning revise the Neighbourhood Sub Zone's Desired Outcome 1 to remove this ambiguity in the primary land use intent between community facilities and predominantly medium-density residential development. The contradictory policy construction thwarts the achievement of the stated land use intent of community facilities. It is recommended that the Council write to the Minister requesting this change in advance of, or concurrently with, authorisation of this Code Amendment.
3. If the proponent wishes to pursue the option of residential use of the whole, or most of the site, then a Code Amendment proposing different zoning, such as the Corridor Living Zone, could be initiated at any future point in time.

It is noted that the *Guide to the Planning and Design Code* describes the purpose of the Community Facilities Zone and Neighbourhood Sub Zone as follows:

“Community Facilities Zone

Zone outcome

This zone provides for a range of community and institutional type developments. These include social, health, welfare, educational and recreation facilities that provide a service to the local community and larger scale community facilities that provide a service to the wider community and beyond, such as, schools and hospitals.

When it applies

Areas accommodating land uses such as community centres, schools and hospitals.

Subzones

The zone includes 3 subzones:

....

Neighbourhood Subzone

Envisages community, educational and health care land uses complemented by residential development at medium densities as an alternative land use.”

Read as a whole, this suggests any land in the Community Facilities Zone would accommodate community and related non-residential uses, as opposed to tracts of purely or predominantly residential development. The Guide also suggests that a Sub Zone should not over-ride the land use intent of the relevant Zone. Reference to “an alternative land use” needs to be revised to provide clarity of land use outcomes for this Zone.

By contrast, when a development application is assessed in the future it would be assessed applying the Rule of Interpretation for the *Planning and Design Code* which indicate that Sub Zone policy will prevail Zone policy in the event of a conflict.

3. Overlays

The proposal involves removal of the Stormwater Management Overlay and Urban Tree Canopy Overlay, which are only applied in the *Planning and Design Code* in conjunction with Neighbourhood Zones. It is understood that the proposed Code Amendment's intent to remove two Overlays is in accordance with State Code construction requirements. but it is considered problematic for the following reasons.

Stormwater Management Overlay

The Code Amendment will remove the application of the **Stormwater Management Overlay** which addresses runoff from building roof surfaces. The Proponent is unable to include those stormwater policies due to the guidelines for amending the Code, adopted by the State planning authority.

This leaves intact other policies addressing the impact of runoff from carparking and driveway areas in the General Provisions of the Code which encourage a high level of onsite stormwater retention and limit hard paved stormwater catchment areas. On such a significant sized property very close to First Creek, with potentially large future roof areas, and under-croft carparking, the potential runoff impact is not insignificant.

The infrastructure services report accompanying the Code Amendment indicates that future development which increases hard paved surface will likely need to incorporate stormwater detention storage measures to restrict post-development flows from the site to less than pre-development flow rates and that a finished floor level of 300mm above estimated flood level will be required for the section of the Affected Area that may be subject to flooding.

The report assumes that the Stormwater Management Overlay will be retained, not removed as proposed by the draft Code Amendment, stating as follows:

“Existing Code Policies in the Stormwater Management Overlay, Hazards (Flooding – General) Overlay, Hazards (Flooding) and General Development Policies section of the Code will ensure a robust assessment of any future development proposals.”

Noting that the relevant technical report indicates that the Overlay is integral to a robust assessment outcome, the Minister for Planning should opt to retain the Stormwater Management Overlay as a condition of rezoning approval, if the Proponent is unable to make this change.

Urban Tree Canopy

The Code Amendment will remove the application of the **Urban Tree Canopy Overlay**. The subject land is a highly prominent site next to the intersection of two busy major roads. Given this high visibility, it is inequitable and inappropriate that the Urban Tree Canopy Overlay will be applied to similar prominent and other sites in the locality, but not the subject land. There is no reason why a medical centre with a large site area cannot support a healthy tree canopy. It is typical for trees to be removed as part of site works even if space exists for reinstatement on the subject land. The planting of quantities of new trees on site is an appropriate remedy and the Urban Tree Canopy Overlay would require this through future development applications.

In approving the Code Amendment, the Minister for Planning should opt to retain the Urban Tree Overlay as a condition of rezoning approval, if the Proponent is unable to make this change.

4. Local Heritage Place

The Council supports the intent to retain the two-storey bluestone detached dwelling at 139 Kensington Road, which is listed as a Local Heritage Place.

In addition to this dwelling, the area affected contains an original stone wall, gate posts and associated iron work on the Kensington Road frontage. Although not included in the description of the Local Heritage Place, this too is worthy of retention if possible.

5. Traffic and Carparking Impact

A future development on the affected area has the potential to impact upon both traffic volumes and movements on Kensington Road, Portrush Road and Donegal Street. Due to its location on two arterial roads, the affected area is covered by two Code Overlays which seek to manage impacts on arterial roads – Traffic Generating Development and Urban Transport Routes Overlays. The policies contained in these Overlays in conjunction with a likely referral to the Department of Infrastructure and Transport are considered reasonable in managing potential impacts. However, potential impacts on the local traffic network are of concern.

There are significant access and egress constraints at the site given its location at the intersection of two arterial roads which would allow for left-in and left-out movements only. However, access and egress at Donegal Street should be avoided or kept to a minimum, given that it is a narrow street with limited capacity. As such, the internal traffic circulation for any development at this site is critical and should not rely on right turns at the junction of Kensington Road and Donegal Street. All turning movements are currently permitted at this junction, however the right-turns are problematic during peak periods. In addition, the right-turn out is across four-lanes of traffic as well as the commencement of the eastbound, right turn auxiliary lane.

The Transport Impact Assessment undertaken by Stantec indicates that the affected area has existing access points to Donegal Street (a single entry for the existing medical centre, and two (2) for the existing residential land), Kensington Road (a single two-way) and Portrush Road (single exit). It also identifies that one right-angle crash had occurred at the Donegal Street and Kensington Road junction in the previous five (5) years, which, given the existing low traffic volumes, could identify a potential future hazard if the traffic volumes are increased.

The report assesses potential traffic impacts of a future development including only 11 dwellings in addition to consulting rooms. Given the scope for a considerably larger number of dwellings if the Neighbourhood Sub Zone is applied to the whole area affected as proposed, the report cannot be said to have assessed the full traffic implications of the Code Amendment, only those of a particular development concept. This is problematic.

Under the former Development Plan, Councils and the Minister were able to insert specific, nuanced local policy into Development Plans, requiring outcomes such as:

“Carparking should be located to the rear of buildings and should not have access to Donegal Street.”

A flaw of the new *Planning and Design Code* and criticised widely by Councils during the policy reform process, was the inability for the Code to contain nuanced localised policy such as this. This shortcoming leaves very few tools to control foreseeable local impacts of a future development during the development application process. It is noted that the following General provisions of the Code will be applied in future assessment of a development application.

PO 1.1

Development is integrated with the existing transport system and designed to minimise its potential impact on the functional performance of the transport system.

PO 1.2

Development is designed to discourage commercial and industrial vehicle movements through residential streets and adjacent other sensitive receivers.

PO 3.1 Safe and convenient access minimises impact or interruption on the operation of public roads.

DTS/DPF 3.1

The access is:

1. *provided via a lawfully existing or authorised driveway or access point or an access point for which consent has been granted as part of an application for the division of land; or*
2. *not located within 6m of an intersection of 2 or more roads or a pedestrian activated crossing.*

PO 3.2

Development incorporating vehicular access ramps ensures vehicles can enter and exit a site safely and without creating a hazard to pedestrians and other vehicular traffic.

PO 3.3

Access points are sited and designed to accommodate the type and volume of traffic likely to be generated by the development or land use.

PO 3.4

Access points are sited and designed to minimise any adverse impacts on neighbouring properties.

There are also Overlay assessment provisions relating to traffic that will apply.

However, all these relevant provisions are highly generic. On land as highly constrained as the area affected regarding traffic impacts, access, and management, these should be supplemented by localised policy to improve clarity and certainty about effective outcomes that will respond to the site context. It is therefore recommended that a Concept Plan be included in the Code Amendment and that this discourages vehicle access from Donegal Street to the medical centre (as recommended below).

While the Overlays trigger referrals to the Commissioner for Highways for a range of conceivable applications to develop the area affected, the impact of traffic generation on Donegal Street is not directly a State Controlled Road matter. This reinforces the need for a Concept Plan to promote an integrated approach.

It is also recommended that the State Planning Commission, in assessing the suitability of the proposed Code Amendment, obtain independent advice to provide confidence that the policy proposals (across the range of possible development scenarios) are appropriate to manage the potential impacts of the rezoning on Donegal Street and the local traffic network.

Car Parking

The Stantec report on transport issues provides only a very limited, high-level analysis of parking issues. Donegal Street has on-street parking spaces on the eastern side only, and these existing spaces are often heavily utilised. This may partly reflect the proximity to the hospital and The Parade / CBD and is consistent with the trend across the whole of the suburb of Norwood where there is often intense demand for on-site parking. The Council reiterates concern it has previously expressed about the sufficiency of car parking provisions in the Code in contexts like Norwood. All car parking related to the future development of the land should be catered for on site, given the lack of on-street parking nearby.

6. Concept Plan

Given the site-specific constraints relating to traffic movement and access, heritage, and interfaces with the Established Neighbourhood Zone on adjacent properties, it is recommended that the Code Amendment incorporates a Concept Plan. The framework of the Code significantly limits the ability to include 'bespoke' contextual policies which respond to the local constraints, and a Concept Plan could at least provide some spatial guidance for future development of the site, including appropriate locations for vehicle access, adequate separation from the Local Heritage Place and suitable building heights across the site. While it is noted that the height criteria proposed in Technical Numerical Variation achieve a degree of protection for the western interface (to Donegal Street) and viewing of the landmark heritage building from Kensington Road, a Concept Plan can reinforce and add clarity to the intent.

Attachment B

Kensington and Portrush Road Norwood Community Facilities Code Amendment

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City of
**Norwood
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Kensington & Portrush Road, Norwood -Community Facilities

Code Amendment FACT SHEET

This fact sheet provides information on a Draft Code Amendment that seeks to change the zone that applies to Affected Area from Established Neighbourhood Zone to the Community Facilities Zone with the Neighbourhood Subzone.



What land is impacted?

The Affected Area as shown above, comprises five (5) allotments with a combined area of 6,450m² which is currently occupied by consulting rooms and office uses (with the exception of one allotment – 137 Kensington Road, which is used as a dwelling) and serves as a ‘hub’ for a range of local health and commercial activities which service the local community.

The land also includes the Local Heritage Place at 139 Kensington Road, Norwood. This building will remain on the Affected Area.

What is a Code Amendment?

The Planning and Design Code (the Code) contains the planning rules and policies that guide what can be developed in South Australia. Planning authorities use these planning rules to assess development proposals. The Code can be viewed here: <https://code.plan.sa.gov.au/>

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A Code Amendment is a proposal to change the policies, rules or mapping within the Code, which can change the way future developments are assessed.

Code Amendments must be prepared according to certain processes set-out by legislation (the Planning, Development and Infrastructure Act 2016 and associated Regulations).

Code Amendments may be undertaken by a range of entities like the State Planning Commission, Councils, State agencies, people who have an interest in land (the ‘Proponent’), or the Chief Executive of the Attorney General’s Department.

Who is seeking the Amendment?

This Code Amendment is being undertaken by the Nicalnat Group of Companies (the ‘Designated Entity’) who are the owners of the land.

What is the current Zoning?

The Affected Area is currently situated within the ‘Established Neighbourhood Zone’. The current zoning seeks low density, low rise (max. 2 storeys) residential dwellings as the preferred development outcome.

What is Proposed?

The proposal seeks to amend the Code for the Affected Area to change the zoning to the ‘Community Facilities Zone’ with the ‘Neighbourhood Subzone.’

The Community Facilities Zone envisages the provision of a range of community, educational, recreational and health care facilities.

The **Neighbourhood Subzone** envisages community, educational and health care land uses complemented by residential development at medium densities as an alternative land use.

The Code Amendment seeks to **retain the Overlays** that currently apply to the Affected Area except for the following proposed changes:

- Remove the Stormwater Management Overlay; and
- Remove the Urban Tree Canopy Overlay

The draft Code Amendment also seeks to **introduce** the Technical and Numeric Variations (TNVs)* that will control building heights as depicted in the image to the right of page.

*Zones include assessment criteria known as Technical and Numeric Variations (TNVs). In this case TNVs relating to building height will change if the Affected Area is rezoned.

Why is the Amendment Needed?

The Affected Area has longstanding existing use rights for consulting rooms and office uses. With the exception of one allotment, the site has not been utilised for residential purposes for many decades and serves as a ‘hub’ for a range of local health and commercial activities which service the local community.

Many of the buildings are no longer suitable for modern day consulting practices at a time when medical technology and community expectations necessitate higher quality, purpose-built facilities.

While the Establish Neighbourhood Zone does envisage some non-residential development (i.e. offices, shops and consulting rooms) to improve community accessibility to services, these are encouraged to be small scale and in the

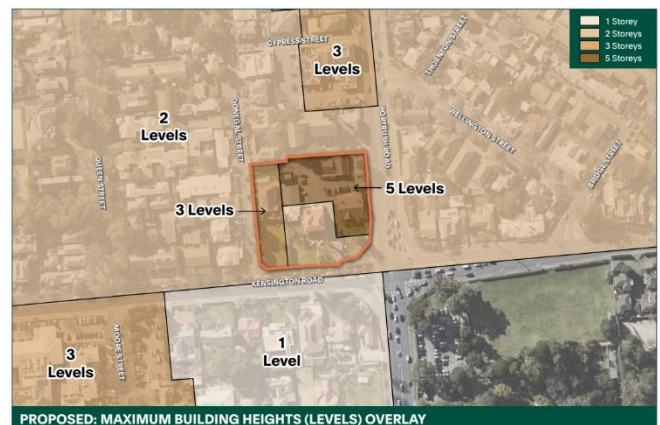
order of 200m². The existing consulting and office tenancies on the site, with a combined floor area of approx. 1,500m² Gross Leasable Area (GLA), would exceed the anticipated volume of non-residential development sought by the current Zone.

The existing zone does not provide appropriate policy guidance for the necessary remodelling of land within the Affected Area as it does not adequately provide for the existing uses. The desired outcome sought for the Affected Area is to create an integrated mixed use medical and allied health hub with potential for residential development where it transitions and complements the adjoining residential development.

What could future development look like?

The Code Amendment only seeks to change what the land can be used for. Anything to be built on the site - including new housing or new dental and allied health facilities would need be subject to a future detailed design and Development Application process following rezoning.

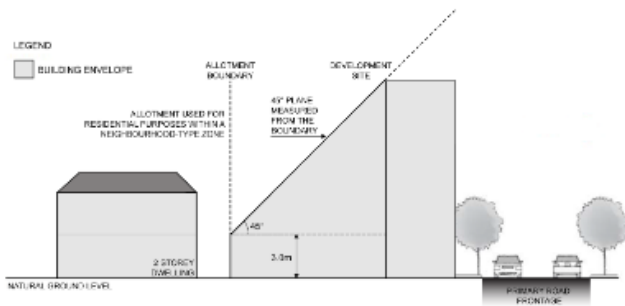
The Code Amendment seeks to increase the maximum building height along the northern, eastern and western portions of the Area as depicted in the proposed TNV map below:



How will building heights be managed?

The Community Facilities Zone of the Code includes Performance Outcome (PO) 2.2 which seeks that buildings mitigate the visual impacts of massing on residential development within a neighbourhood-type zone. The associated Designated Performance Feature (DPF) provides

a building envelope guide on how this is accomplished as follows:



How will the Local Heritage Place be protected?

The site includes a local heritage item protected under the Planning, Development and Infrastructure Act 2016. The Code Amendment does not change any planning policies relating to the heritage place and any future development of the site will need to ensure that these places are protected.

How do I find out more?

You can view the Code Amendment and supporting technical documents on the Plan SA website:

plan.sa.gov.au/have_your_say/code_amendments or scan the **QR Code** on this fact sheet.



Hard copies are available to view at:

- The City of Norwood, Payneham St Peters – 175 The Parade, Norwood; and
- The City of Burnside, 401 Greenhill Road, Tasmore.

If you have any questions about the Code Amendment you can contact Zoë Garnaut or Ryan Moyle on (08) 7231 0286 or by emailing engagment@ekistics.com.au

Two informal drop-in sessions available to the public:

You can talk to members of the project team about the proposal at **two drop-in information sessions** to be held at the Burnside Community Centre (401 Greenhill Rd, Tasmore) on:

- Saturday 14 October 2023 (10.30am to 12 noon); and
- Thursday 19 October 2023 (5.30pm to 7pm).

How can I have my say?

We would like to hear your views on the proposed zone changes. The Code Amendment will be available for public feedback **until 8 November 2023**.

During this time, you can lodge a written submission about any of the proposals in the Code Amendment.

There are several ways in which you can provide feedback on the Code Amendment. This includes:

- Making an [online submission](http://www.plan.sa.gov.au) (www.plan.sa.gov.au)
- Emailing: engagement@ekistics.com.au
- Mail: Level 3, 431 King William Street, ADELAIDE 5000

How can my feedback influence the Amendment?

The Code Amendment is proposing to apply a standard zone from the Planning and Design Code Library and does not seek to change the policies within the Community Facilities Zone, the Neighbourhood Subzone or any other subzones, overlays or general development policies contained within the Code.

The feedback you provide however, can influence the Code Amendment in relation to the spatial layers that apply.

Feedback you provide cannot influence:

- The Affected Area identified for the Code Amendment;
- Other instruments which are separate to the Code, such as, the Planning, Development and Infrastructure Act 2016 and its associated regulations; and
- Existing policy wording within the Code.

How will my feedback be used?

All submissions on the Code Amendment will be reviewed, summarised, and considered. Each submission will be registered, and you will receive an email confirming receipt.

Your responses will be made available on the PlanSA website. Personal addresses, email addresses, and telephone numbers will not be published, however business information will be.

Following the completion of the consultation period, an Engagement Report will be prepared, outlining what was heard during consultation and how the proposed Code Amendment was changed in response to submissions. This report will be made publicly available on the Plan SA website.

You may also be asked to complete a short survey in relation to your engagement experience.

What happens next?

Once an Engagement Report has been prepared and provided to the Minister, the Minister will then either adopt the Code Amendment (with or without changes) or determine that the Code Amendment should not proceed. The Minister's decision will then be published on the PlanSA portal.

How can I stay informed with the status of this Amendment?

We will get in contact with everyone who participates in this engagement and provide them with information on what we heard and the next steps. We are required to evaluate this engagement process to ensure that it is genuine, fit for purpose and transparent.

Any updates will be made available on the Plan SA website. This website also allows you to subscribe to receive a notification for any updates to the Code Amendment:

plan.sa.gov.au/have_your_say/code_amendments

Do you need these materials translated?

If you require translation services, please scan the QR Code :

- Se hai bisogno di servizi di traduzione, scansiona il codice QR
- 如果您需要翻譯服務，請掃描二維碼
- Rúguǒ nín xūyào fānyì fúwù, qǐng sǎomiáo èr wéi mǎ



Attachment C

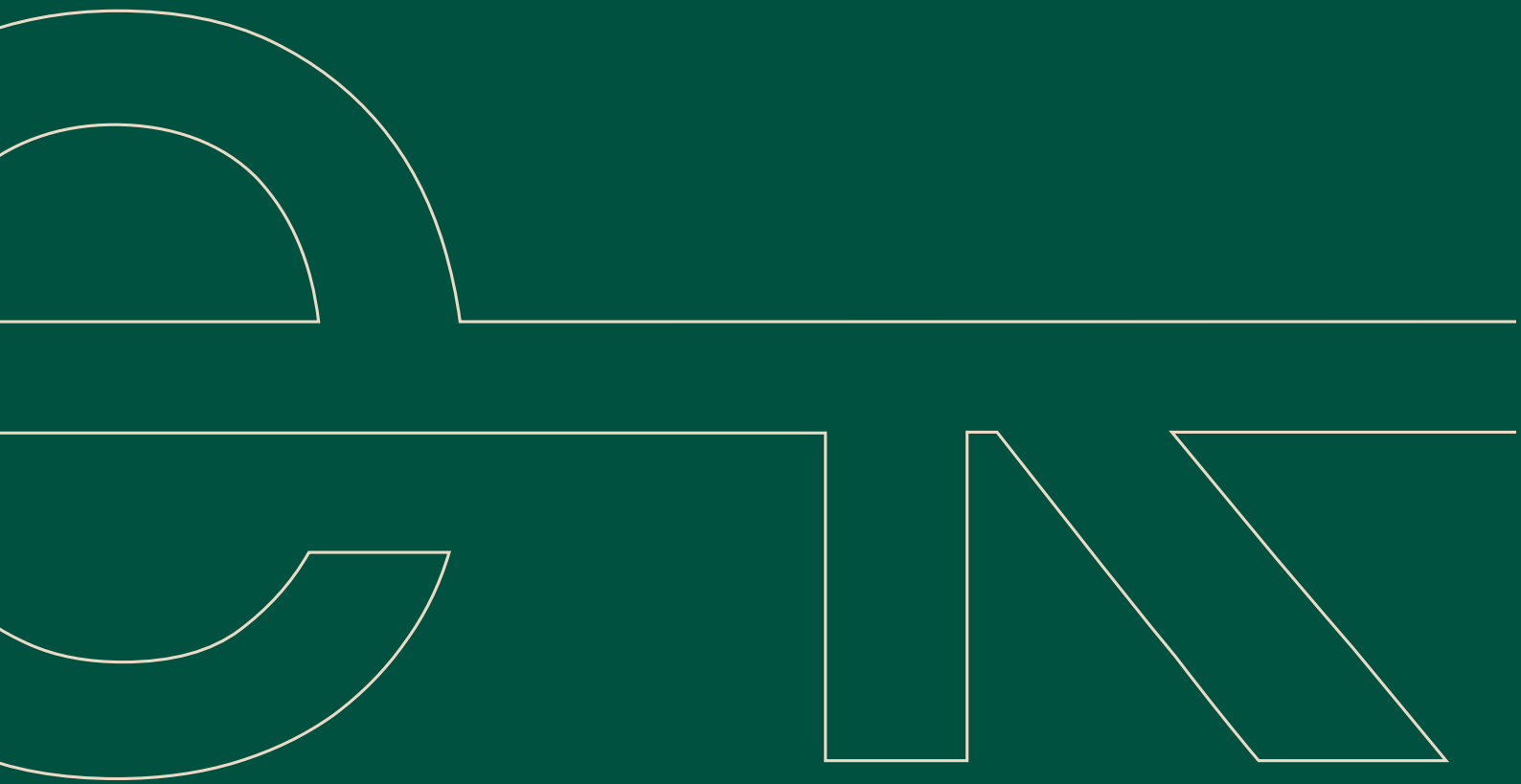
Kensington and Portrush Road Norwood Community Facilities Code Amendment

City of Norwood Payneham & St Peters
175 The Parade, Norwood SA 5067

Telephone 8366 4555
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City of
**Norwood
Payneham
& St Peters**



Kensington and Portrush Road, Norwood
Community Facilities Code Amendment-
Engagement Plan

6 SEPTEMBER 2023

REF#01194-006



ACKNOWLEDGEMENT TO COUNTRY

Ekistics respectfully acknowledges the traditional owners and custodians of the land on which we work and we pay our respects to Elders past and present.

PROPRIETARY INFORMATION STATEMENT

The information contained in this document produced by Ekistics Planning and Design (ABN 39 167 228 944) is solely for the use of the Client as identified on the cover sheet for the purpose for which it has been prepared and Ekistics Planning and Design undertakes no duty to or accepts any responsibility to any third party who may rely upon this document. All rights reserved. No section or element of this document may be removed from this document, reproduced, electronically stored or transmitted in any form without the written permission of Ekistics Planning and Design.

Revision	Description	Author	Date
Version 1	Engagement Plan (Draft)	ZG	16 August 2023
Version 2	Peer review of Draft Engagement Plan	RM	21 August 2023
Version 3	Review of Draft Engagement Plan	RH	29 August 2023
Version 4	Finalise Draft Engagement Plan for Client Approval	ZG	30 August 2023
Version 5	Finalise Engagement Plan for Consultation	ZG	6 September 2023
Approved by		Position	
Rebecca Thomas		Director	31 August 2023



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1. Introduction

1.1. The Engagement Plan

Ekistics Planning and Design Pty. Ltd. has been commissioned by the 'Nicalnat Group of Companies' (refer to **Table 1-1** below) to provide independent stakeholder and community engagement services for the 'Kensington and Portrush Road, Norwood Community Facilities Code Amendment' including the preparation of an Engagement Plan (this plan), its implementation, and an Engagement Report.

Table 1-1 Companies comprising the 'Designated Entity'

Company Name	ACN
NICALNAT NO. 1 PTY. LTD	ACN: 619 110 637
NICALNAT NO. 2 PTY. LTD	ACN: 619 110 780
NICALNAT NO. 3 PTY. LTD	ACN: 619 110 959
NICALNAT NO. 4 PTY. LTD	ACN: 630 741 418
NICALNAT NO. 5 PTY. LTD	ACN: 643 944 674

This Engagement Plan has been prepared to guide the implementation of engagement activities that ensure robust, genuine and inclusive stakeholder and community engagement on the proposal in accordance with the State Planning Commission's Engagement Charter and Practice Direction 2 – Consultation on the Preparation of Amendment of a Designated Instrument.

Zoë Garnaut and Ryan Moyle from Ekistics Planning and Design Pty Ltd are fully accredited IAP2 specialists with extensive skills and experience in community engagement as required by Practice Direction 2.

1.2. Background to the Code Amendment

An amendment to the Planning and Design Code is proposed to rezone the Affected Area located at 38 Donegal Street, 137-141 Kensington Road and 319 Portrush Road, Norwood (refer to **Figure 1-1** and **Figure 1-2** on the following page).



Figure 1-1 Affected Area



Figure 1-2 - Affected Area Lots and Street Numbers



The Affected Area comprises 6,450m² in area and has approximate frontages of 65m to both Portrush Road and Kensington Road (excluding corner cut offs) and 72m to Donegal Street. The Affected Area is currently occupied by consulting rooms and office uses (with the exception of one allotment) and serves as a 'hub' for a range of local health and commercial activities which service the local community.

The Affected Area is currently located within the '**Established Neighbourhood Zone**'. The current zone seeks primarily low density and low rise (max 2 storeys) residential development.

This amendment seeks to amend the Planning and Design Code as it relates to the Affected Area to the '**Community Facilities Zone**' with the '**Neighbourhood Subzone**' (similar to Loretto College diagonally opposite and the nearby Burnside Hospital and Marryatville High School).

The existing land configuration and building has adapted over many years for several medical tenancies and offices uses and has not been utilised for residential purposes for many decades. Many of the buildings within the site are no longer suitable for modern day consulting practices at a time when medical technology and community expectations necessitate higher quality, purpose-built facilities.

Many of the existing medical / health businesses in the area occupy converted former dwellings (including the existing site) which are often compromised spaces which cannot readily adapt to current technology and medical equipment needs. These converted dwellings are also often at capacity in terms of client/patient numbers.

The locality includes a clustering of health and community related services with over seven (7) Community Facility Zones located less than 1km from the Affected Area

The existing 'Established Neighbourhood Zone' policy framework does not provide appropriate guidance for the necessary remodelling of land within the Affected Area to deliver integrated, state of the art medical facilities.

The Affected Area is a large, consolidated and relatively unencumbered land holding in single ownership that presents as an excellent opportunity for a future master planned development outcome more aligned to the longstanding existing use of the Affected Area.

A rezoning of the Affected Area presents a genuine opportunity to enable future investment in the land to both replace and upgrade the existing dental consulting practice which operates from the land as well as expand tenancy options for other allied health practices.

The rezoning of this land will support health and allied health practices and deliver on this objective. Redevelopment of the site in line with a '**Community Facilities Zone**' will expand local employment opportunities and provide improved and expanded services to the local community.

The '**Community Facilities Zone** with a '**Neighbourhood Subzone**' is being proposed in order to facilitate a future integrated mixed use medical and allied health hub with potential for low to medium rise (1-3 storey) residential development where it transitions and complements the adjoining residential development on the Donegal Street frontage.

The Affected Area contains an existing Local Heritage Place at 139 Kensington Road, a former circa 1880's Victorian Bluestone Two-Storey Dwelling. The Code Amendment will seek to retain the '**Local Heritage Place Overlay**' and '**Heritage Adjacency**



Overlay over the relevant land titles. The retention of these overlays will guide specific development proposals to maintain the cultural and heritage values of the place, while seeking a complementary design response that neither dominates nor unduly impacts on its setting.

2. Status of the Code Amendment

The Code Amendment process includes a number of steps which must be undertaken before any changes to zoning or policy can be implemented. An overview of the Code Amendment processes can be viewed on the SA Planning Portal website at https://plan.sa.gov.au/have_your_say/code_amendments. The current stage of this Code Amendment Process is at the 'on Consultation' Stage (refer to **Figure 2-1** below).

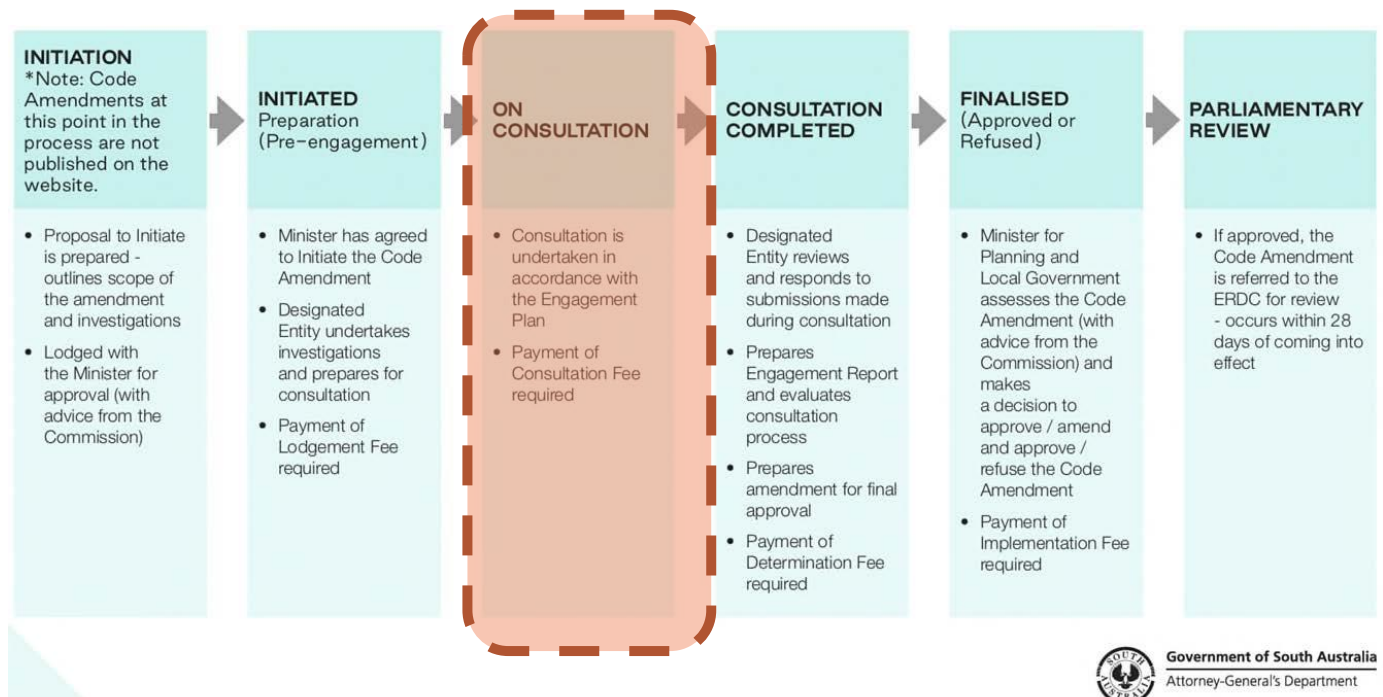


Figure 2-1 Code Amendment Steps



3. Engagement Purpose

Ekistics has been commissioned to consult with stakeholders and the community with the purpose of raising awareness of the proposed Code Amendment, gaining a comprehensive understanding of how the community feels about the proposed changes and providing opportunities for direct feedback that will be used to inform the final form of the Code Amendment.

Stakeholder Engagement is a critical component of this Code Amendment proposal and the value associated with a genuine and inclusive engagement of impacted communities will result in a robust Code Amendment process. The purpose of the engagement is to:

- Raise awareness about the proposed Code Amendment at its earliest stages, including information on the proposal, the area to which the changes will be applied and the likely impacts the changes will facilitate.
- Facilitate feedback to inform the development of the proposed Code Amendment and its refinement prior to finalisation.
- Build lasting relationships and a community of interest to support future activities relating to this site.
- Meet the requirements of the Planning Development and Infrastructure Act 2016 as they relate to community and stakeholder engagement.



4. Engagement Objectives

Active, ongoing, and timely communication will be provided to impacted communities and key stakeholders, in addition to opportunities for meaningful input into the proposal. The proposed Code Amendment may have direct impacts on the community, and as such, the concerns of those individuals and groups affected will be addressed as part of the process.

To promote awareness of the proposed code change, continuous engagement with affected and interested parties will be accommodated using a variety of tools, including high-quality written and visual materials, direct face-to-face contact and community information sessions. The specific engagement objectives are to:

- Ensure that stakeholders and the community have a strong understanding of the nature of the proposed Code Amendment and its rationale.
- Ensure early engagement of key stakeholders so as to inform the development of the Code Amendment in its formative stages.
- Encourage stakeholders to ask questions about the proposed Code Amendment and how it might affect them.
- Provide opportunities for community groups, Traditional Owners, the general public, and adjacent landowners and occupants to comment on the proposed Code Amendment.
- Establish and maintain good relationships with stakeholders and the community through timely and direct communication channels.
- Follow through on commitments made over the duration of the consultation process and ensure that all documentation is easily accessible to the public.
- Integrate a feedback loop and evaluation process into the engagement process.
- Ensure that engagement with stakeholders and the community is sufficiently resourced and managed to deliver high-quality results.
- Implement an engagement approach that is directed by the principles of IAP2 and the State Community Engagement Charter in accordance with the requirements of the Planning Development, and Infrastructure Act 2016.



5. Scope of Influence

The following aspects of the project that stakeholders and the community **can** influence are:

- Integration of issues, concerns and opportunities that should be addressed as part of the investigations stage of the Code Amendment; and
- Application of Overlays and Technical and Numeric Variations to the Affected Area.

Aspects of the project which stakeholders and the community **cannot** influence are:

- Policy contained within the Planning and Design Code modules; and
- The geographic extent of the Affected Area.

5.1. Stakeholder Level of Participation

Overall, the aim of the engagement process is to provide a level of engagement to ensure that all feedback (including through formal written submissions) are understood, considered and reflected in the Code Amendment process.

Figure 5-1 below summaries the level of consultation which is considered most suitable based on the scope of influence of the identified stakeholders.

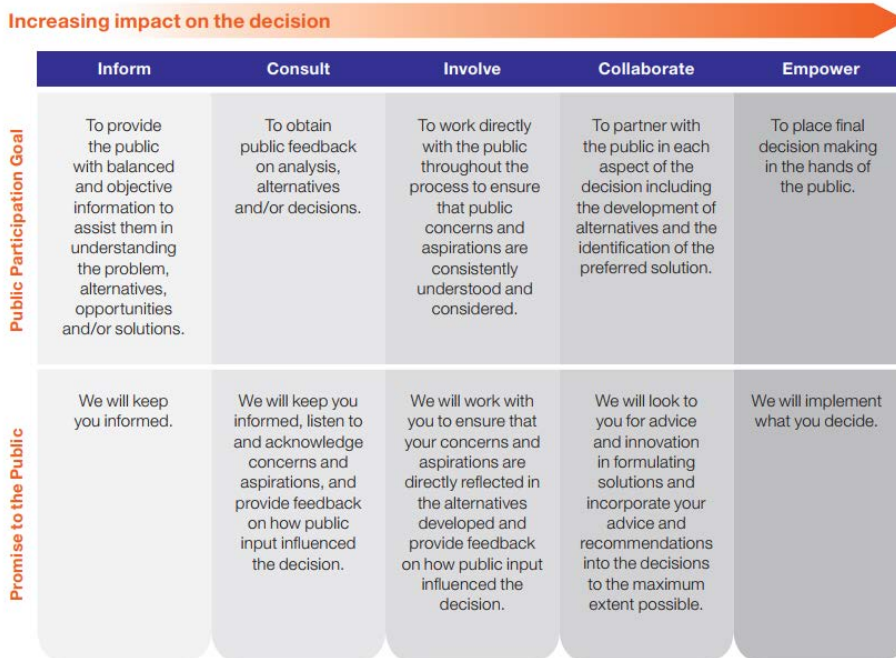


Figure 5-1 IAP2 Spectrum of Public Participation



6. Key Messages

The following key messages apply to the engagement process for the ‘Kensington and Portrush Road, Norwood – Community Facilities Code Amendment.’

- The Code Amendment will change existing planning policy to facilitate integrated, state of the art medical and allied health facilities along with potential for residential development where it transitions and complements the adjoining residential development.
- The Affected Area is currently zoned ‘**Established Neighbourhood Zone**’ which seeks predominantly low density residential dwellings, with new buildings sympathetic to the predominant built form character and development patterns.
- The proposed Zone ‘**Community Facilities Zone**’ will encourage a range of community, educational, recreational and health care facilities, reflecting the current use of the Affected Area.
- The proposed ‘**Neighbourhood Subzone**’ will encourage residential land uses at medium densities that provide an alternative to community, educational and health care facilities in the zone and will facilitate a transition in building height, scale and appearance to adjoining residential areas to the west along Donegal Street, Norwood.
- The Code Amendment will propose the inclusion and/or retention of the following Technical and Numeric Variations across the Affected Area:
 - Along the western interface:
 - » Maximum Building Height (Metres) (Maximum building height is 12.5 metres);
 - » Maximum Building Height (Levels) (Maximum building height is 3 levels);
 - The north-eastern corner of the site:
 - » Maximum Building Height (Metres) (Maximum building height is 18.5 metres);
 - » Maximum Building Height (Levels) (Maximum building height is 5 levels); and
 - Retain the existing Maximum Building Height (Levels) (Maximum building height is 2 levels) at the south-eastern corner and providing a curtilage around the Local Heritage Place.
- Stakeholder and community input is being sought early in the Code Amendment’s life to ensure robust and locally sympathetic planning policy that will guide future development of the site.
- Undertaking meaningful engagement with the local community and stakeholders is an important part of the Code Amendment process and feedback received will be used to inform the final Code Amendment.

7. Stakeholder and Community Mapping

Stakeholder	Level of interest in Project (i.e. high, medium or low)	Nature of interest in the project and/or the potential impact of the project	Level of engagement (i.e. inform, consult, involve, collaborate)	Stakeholder needs/expectations for engagement in the project
Neighbouring land owners, businesses and residents	High	Amendment may impact the functionality, appearance and character of the area and have implications on the surrounding locality	Consult	To be consulted throughout the process and be given the opportunity to provide feedback that is heard and responded to.
Minister for Planning, Minister for Housing and Urban Development	High	The Minister for Planning will be the approval authority for the Code Amendment.	Inform	The authority will be provided with the Engagement Report once the consultation process has been completed.
Department of Trade and Investment (DTI) – Planning and Land Use Services	High	Preservation of the intent of the Planning and Design Code and compliance with Practice Direction 2 – Preparation and Amendment of Designated Instruments	Involve/Collaborate	That the Community Engagement Plan and process(es) achieve the intent of the Community Engagement Charter
City of Norwood, Payneham & St Peters (NPSP)	High	The site is within the City of NPSP jurisdiction. It is expected that interest will be high, particularly in relation to assets that will be under its care and control, impacts on its residents and land owners, and alignment with its strategic plans.	Consult	Council will be a collaborative stakeholder throughout the process and be provided with the opportunity to contribute feedback to ultimately influence the outcome.
City of Burnside	Medium	The adjoining Council is located on the southern side of Kensington Road, opposite the Affected Area and has potential interest in orderly development of land immediately adjacent its jurisdiction.	Consult	To be consulted throughout the process and be given the opportunity to provide feedback that is heard and responded to.
State Member for Dunstan the Hon. Steven Marshall MP	Medium	Interest in development of land in MPs electorate. Interest in the views of their constituents.	Consult	To be consulted throughout the process and be given the opportunity to provide feedback that is heard and responded to.

Stakeholder	Level of interest in Project (i.e. high, medium or low)	Nature of interest in the project and/or the potential impact of the project	Level of engagement (i.e. inform, consult, involve, collaborate)	Stakeholder needs/expectations for engagement in the project
State Member for Bragg - Jack Batty MP	Medium	Interest in development of land immediately opposite the boundary of the MPs electorate. Interest in the views of their constituents	Consult	To be consulted throughout the process and be given the opportunity to provide feedback that is heard and responded to.
Federal Member for Sturt – James Stevens MP	Low	Interest in development of land in MPs electorate. Interest in the views of their constituents.	Consult	To be consulted throughout the process and be given the opportunity to provide feedback that is heard and responded to.
Local Elected Members: <ul style="list-style-type: none"> • Mayor Robert Bria • Cr John Callisto • Cr Christel Mex 	High	Interest in development of land in the Elected Members’ ward. Interest in the views of their constituents.	Consult	To be consulted throughout the process and be given the opportunity to provide feedback that is heard and responded to.
Traditional Owners, including: <ul style="list-style-type: none"> • Kurna Yerta Aboriginal Corporation • Ramindjeri Heritage Association Incorporated • Department of the Premier and Cabinet - Aboriginal Affairs and Reconciliation 	Medium	Traditional owners of the land where the Affected Area is located	Consult	To be consulted throughout the process and be given the opportunity to provide feedback that is heard and responded to.
Local Government Association	Low	Interest in the implication on Local Council infrastructure	Consult	To be consulted throughout the process and be given the opportunity to provide feedback that is heard and responded to.

Stakeholder	Level of interest in Project (i.e. high, medium or low)	Nature of interest in the project and/or the potential impact of the project	Level of engagement (i.e. inform, consult, involve, collaborate)	Stakeholder needs/expectations for engagement in the project
Utility Providers: <ul style="list-style-type: none"> • SA Water • APA Group • NBN Co. • SA Power Networks • ElectraNet • EPIC Energy • Telstra • Optus • Vodafone 	Medium	Amendment may impact the existing infrastructure and services they provide or manage. It could also require assessments to be undertaken for any new infrastructure and service requirements	Involve/Collaborate	To be consulted throughout the process and be given the opportunity to provide feedback that is heard and responded to.
Emergency Services, including: <ul style="list-style-type: none"> • South Australian Police (SAPOL) • SA Ambulance Service • State Emergency Service (SES) • South Australian Metropolitan Fire Service (SAMFS) 	Medium	Interest in the development of the Affected Area and the future ability to provide emergency services to future development over the land.	Consult	To be consulted throughout the process and be given the opportunity to provide feedback that is heard and responded to.
South Australian Environment Protection Authority (EPA)	Low	Interest in ensuring any change to a more sensitive land use (i.e. residential) facilitated by this Code Amendment is suitable for its intended use.	Consult	To be consulted throughout the process and be given the opportunity to provide feedback that is heard and responded to.

Stakeholder	Level of interest in Project (i.e. high, medium or low)	Nature of interest in the project and/or the potential impact of the project	Level of engagement (i.e. inform, consult, involve, collaborate)	Stakeholder needs/expectations for engagement in the project
Affordable Housing unit of the SA Housing Authority	Medium	Interested in ensuring that future development that may create more than 20 residential allotments provides Affordable Housing options.	Consult	To be consulted throughout the process and be given the opportunity to provide feedback that is heard and responded to.
Department of Infrastructure and Transport (DIT)	High	The Affected Area has frontages to both Portrush Road and Kensington Road, which are both State Maintained Roads under the care and control of the Commissioner of Highways via the Department for Infrastructure and Transport. Additionally the Road Widening Overlay, Major Urban Transport Routes Overlay and Traffic Generating Development Overlay is applicable to the Affected Area. DIT will have interest to ensure the Code Amendment facilitates development outcomes that maintain safe and efficient operation of State Maintained Roads	Consult	To be consulted throughout the process and be given the opportunity to provide feedback that is heard and responded to.
Department for Education	Low	Interested in ensuring that there is sufficient capacity within existing government schools (both Pre-school (Kindergarten), Primary and High School) to cater for any anticipated future residents over the Affected Area.	Consult	To be consulted throughout the process and be given the opportunity to provide feedback that is heard and responded to.
SA Health (Department for Health and Wellbeing)	Low	Interested to ensure the Code Amendment supports healthy and liveable communities.	Consult	To be consulted throughout the process and be given the opportunity to provide feedback that is heard and responded to.
Department for Environment and Water (DEW) and Green Adelaide	Low	Will be interested in specific elements of the Amendment including tree canopy, urban greening and stormwater management.	Consult	To be consulted throughout the process and be given the opportunity to provide feedback that is heard and responded to.
Local Airport Authorities, including: • Adelaide Airport Limited	Low	Interested in ensuring future development facilitated by the Code Amendment will not impact the safe operation of the Adelaide Airport and/or flight paths associated with the airport.	Consult	To be consulted throughout the process and be given the opportunity to provide feedback that is heard and responded to.

Stakeholder	Level of interest in Project (i.e. high, medium or low)	Nature of interest in the project and/or the potential impact of the project	Level of engagement (i.e. inform, consult, involve, collaborate)	Stakeholder needs/expectations for engagement in the project
<ul style="list-style-type: none"> Australian Civil Aviation Safety Authority (CASA) 				
Local Community Groups including: <ul style="list-style-type: none"> Norwood Residents Association; Kensington Residents Association; City of Norwood Payneham St Peters Residents Group 	Medium	Amendment may impact the functionality, appearance and character of the area and have implications on the surrounding locality	Consult	To be consulted throughout the process and be given the opportunity to provide feedback that is heard and responded to.
General Community	Medium	Amendments will guide the provision of new infrastructure and services to the general public	Consult	To be consulted throughout the process and be given the opportunity to provide feedback that is heard and responded to.



8. Communities of Interest

Figure 8-1 below illustrates the key communities of interest that will be the target of community engagement activities.

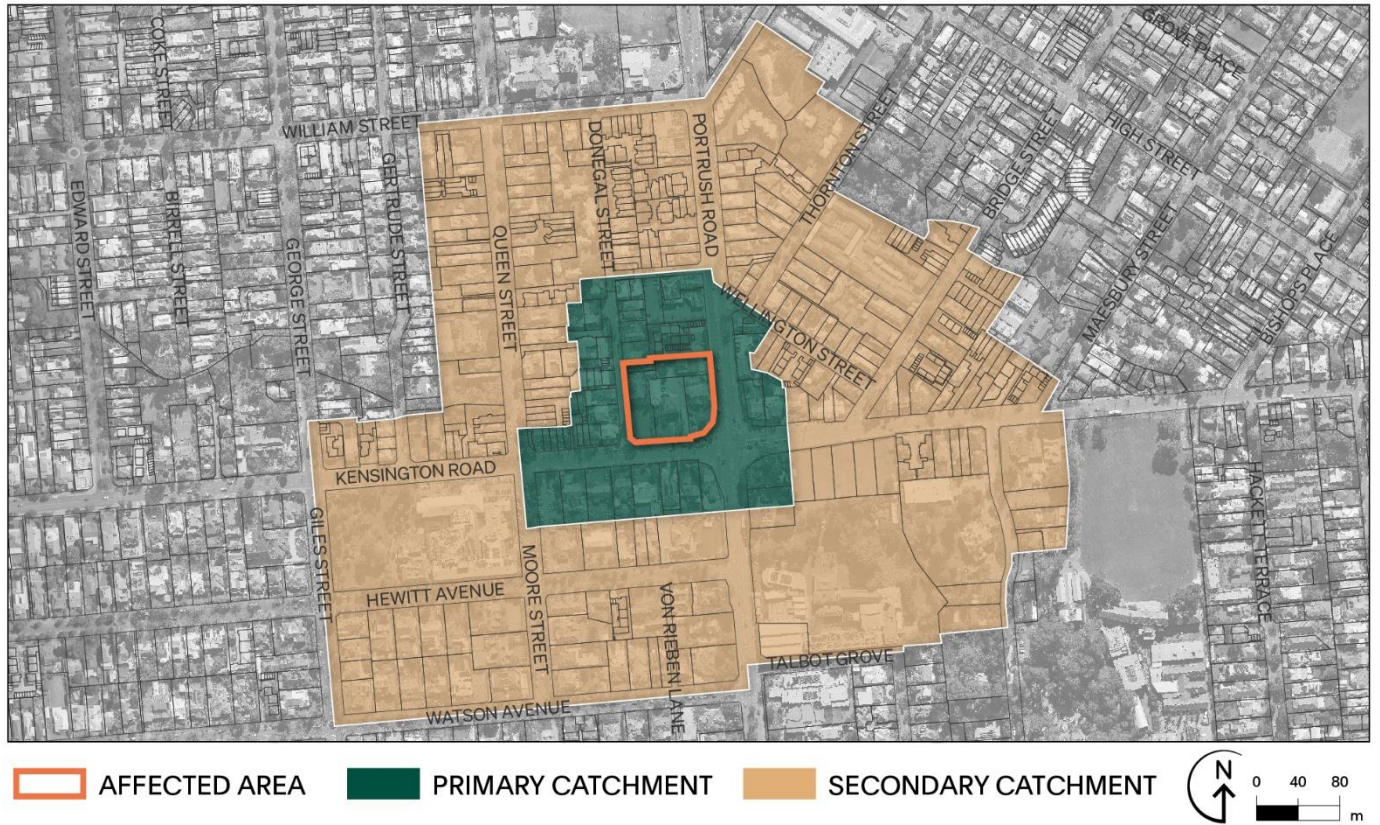


Figure 8-1 Communities of Interest Catchment Areas



9. Applying the Charter Principles

Stakeholder	Engagement need or technique
City of Norwood, Payneham & St Peters	Written consultation, staff meetings and briefing to council staff, elected members and Council meetings where required.
City of Burnside	Written consultation, staff meetings and briefing to council staff, elected members and Council meetings where required.
Neighbouring landowners, businesses, and residents including: <ul style="list-style-type: none"> Norwood Residents Association; Kensington Residents Association; City of Norwood Payneham St Peters Residents Group 	Written consultation, face-to-face engagement, information sessions and invitations to submit feedback online
Local Elected Members (including Mayor and Ward Councillors)	Written briefings and potential attendance at community information sessions
Minister for Planning, Minister for Housing and Urban Development	Informed of the Engagement process and outcomes via the Engagement Plan prior to commencement of the consultation and Engagement Report following the consultation period.
State and Federal Members of Parliament	Written briefings and potential attendance at community information sessions
Traditional Owners, including: <ul style="list-style-type: none"> Kaurna Yerta Aboriginal Corporation (KYAC) Ramindjeri Heritage Association Incorporated Department of the Premier and Cabinet – Aboriginal Affairs and Reconciliation 	Written consultation, meetings where required
Department for Trade and Investment – Planning and Land Use Service (DTI - PLUS)	Provide engagement materials (and Draft Code Amendment package for consultation) to the Department a minimum of three (3) weeks before the commencement of the engagement.
South Australian Environment Protection Authority (Site Contamination Considerations)	Written consultation, meetings
Other Government Departments	Written consultation, meetings



Utility Providers including: <ul style="list-style-type: none"> • SA Power Networks; • ElectraNet; • EPIC Energy • APA Group; • SA Water; • EPIC Energy; • NBN Co. and other telecoms 	Written consultation, meetings (if required)
Local Government Association	Written consultation, meetings (if required)
Adelaide Airport and Australian Civil Aviation Safety Authority (CASA)	Written consultation, meetings (if required)
Emergency Services including: <ul style="list-style-type: none"> • South Australian Police (SAPOL) • SA Ambulance Service • State Emergency Service (SES) • Metropolitan Fire Service (SAMFS) 	Written consultation, meetings (if required)
General Public	Face-to-face engagement, information sessions and invitations to submit feedback online

10. Engagement Staging

Stage	Objective	Stakeholder	Level of Engagement	By when
Stage 1: Early Engagement	Early engagement to inform stakeholders of the Code Amendment and consultation timelines. Opportunity to review and refine engagement methods if required.	City of NPSP, City of Burnside, the Hon. Steven Marshall MP, Member for Dunstan and Member for Bragg, Jack Batty MP	Consult	18 to 29 September 2023
Stage 2: Engagement	Undertake stakeholder engagement activities to communicate details about the code amendment and seek feedback	<ul style="list-style-type: none"> • Neighbouring landowners, businesses and residents • Local community and resident groups • KYAC / Traditional Owners • Utility providers • General public • State and Federal MPs • Local Elected Members • Government Departments 	Consult	27 September to 9 November 2023
Stage 3: Engagement Review	Send feedback on the engagement process	City of NPSP and stakeholders who provided written feedback.	Consult	Updates to City of NPSP re submission sentiment during consultation period and following close of consultation period to stakeholders who provided written feedback.
Stage 4: Closing the loop	Present stakeholders with engagement outcomes and address any concerns raised	All	Inform	Following decision on the Code Amendment by the Minister for Planning

11. Engagement Activities

Stage	Engagement Activity	Stakeholder/Target audience	Who's responsible?	Resources required	Risks and Mitigation
Stage 1: Early Engagement	<ul style="list-style-type: none"> Letters to the Councils Invitation to undertake Council Staff and Elected Member briefing to City of NPSP Letter to City of Burnside offering briefing with Council Staff and Elected Members Letter to KYAC <ul style="list-style-type: none"> – Offer of Briefing to KYAC 	<ul style="list-style-type: none"> City of NPSP City of Burnside KYAC/Traditional Owners 	Ekistics	<ul style="list-style-type: none"> Letters / e-mails Information Brochure Civic Centre and libraries 	Inform of the proposed Code Amendment and consult on engagement delivery, the Code Amendment process and early issues and opportunities.
Stage 2: Consultation	<p>Use of SA Planning Portal:</p> <ul style="list-style-type: none"> Notice Fact sheet FAQs Background information Survey/invitation to make comment Engagement opportunities Fact sheet letter box dropped to primary and secondary catchment areas Email/letter to key stakeholders including fact sheet and link to online information 	<ul style="list-style-type: none"> Neighbouring landowners, businesses, and residents Key community groups General public Neighbouring landowners, businesses, and residents Neighbouring landowners Utility Providers State and Federal MPs Local Elected Members Government Departments 	Ekistics	<ul style="list-style-type: none"> SA Planning Portal – Code Amendment website Letters / e-mails Information Brochure Community centre Phone number 	<p>Ensure consultation material is accessible on the SA Planning Portal from the date consultation is scheduled to begin.</p> <p>Inform of the proposed Code Amendment, engagement opportunities and to seek feedback</p>

Stage	Engagement Activity	Stakeholder/Target audience	Who's responsible?	Resources required	Risks and Mitigation
	Social Media Post (PLUS)	General Public			
	<ul style="list-style-type: none"> Drop in information sessions to be held at a local community venue -one week night evening and Saturday late morning. 	<ul style="list-style-type: none"> Neighbouring landowners, businesses and residents General Public 			
	Sign on site with QR code link	General Public			
	Online survey to gather feedback on the Amendment	All			
Stage 3 Engagement Review	Seek feedback on the engagement process via evaluation survey	Stakeholders who provided feedback	Ekistics	<ul style="list-style-type: none"> E-mails 	To evaluate the Code Amendment Engagement Process
Stage 4 Closing the Loop	Email Engagement Report and 'What we heard' factsheet	All respondents who made a submission	Ekistics	<ul style="list-style-type: none"> SA Planning Portal – Code Amendment website Letters / e-mails SA Planning Portal – Code Amendment website 	Provide respondents with an engagement summary report through email/letter, detailing what was heard through engagement and how it affected the final Code Amendment.
	Update website with outcomes of engagement	All	PLUS		When the Code Amendment is finalised, update the PlanSA website and notify respondents through email/letter



12. Applying the Charter Principles in Practice

Charter Principles	How does engagement approach/activities reflect this Principle in action?
Engagement is genuine	<p>Methods of engagement will reflect the commitment to create awareness of the code amendment and its objectives.</p> <p>Prior to finalising the Code Amendment, the engagement process will allow for stakeholders and the community to express their concerns, and to have these issues analysed and addressed.</p>
Engagement is inclusive and respectful	Stakeholders will have opportunities to influence the outcome through varied means of engagement. Engagement activities are tailored to the stakeholder group.
Engagement is fit for purpose	Engagement collateral is tailored to the needs of each stakeholder group to allow for clear communication and understanding of the desired outcomes.
Engagement is informed and transparent	The material is delivered in a straightforward and easily digestible style. Details of the proposal are easily accessible on the PlanSA Planning Portal and it is made clear, throughout the consultation, what part of the proposal can and cannot be changed.
Engagement is reviewed and improved	Success indicators are defined and measured at the completion of the engagement. The outcomes will be documented in the Engagement Report.

13. Measuring Success

#	Charter criteria	Charter performance outcomes	Respondent	Indicator	Evaluation tool exist survey/ follow up survey	Measuring success of project engagement
1	Principle 1: Engagement is genuine	People had faith and confidence in the engagement process.	Community	I feel the engagement genuinely sought my input to help shape the proposal	Likert scale - strongly disagree to strongly agree	Per cent from each response.
2	Principle 2: Engagement is inclusive and respectful	Affected and interested people had the opportunity to participate and be heard.	Community	<ul style="list-style-type: none"> I am confident my views were heard during the engagement The engagement reached those identified as community of interest. 	Likert scale - strongly disagree to strongly agree <ul style="list-style-type: none"> Representatives from most community groups participated in the engagement Representatives from some community groups participated in the engagement There was little representation of the community groups in engagement. 	Per cent from each response.

3	Principle 3: Engagement is fit for purpose	<ul style="list-style-type: none"> • People were effectively engaged and satisfied with the process. • People were clear about the proposed change and how it would affect them. 	Community	<ul style="list-style-type: none"> • I was given sufficient information so that I could make an informed view. • I was given an adequate opportunity to be heard 	Likert scale - strongly disagree to strongly agree	Per cent from each response.
4	Principle 4: Engagement is informed and transparent	<ul style="list-style-type: none"> • All relevant information was made available and people could access it. • People understood how their views were considered, the reasons for the outcomes and the final decision that was made. 	Community	I felt informed about why I was being asked for my view, and the way it would be considered.	Likert scale - strongly disagree to strongly agree	Per cent from each response.
5	Principle 5: Engagement processes are reviewed and improved	The engagement was reviewed and improvements recommended.	Project Lead	Engagement was reviewed throughout the process and improvements put in place, or recommended for future engagement	<ul style="list-style-type: none"> • Reviewed and recommendations made • Reviewed but no system for making recommendations • Not reviewed 	Per cent from each response.
6	Engagement occurs early	Engagement occurred before or during the drafting of the planning policy, strategy or scheme when there was an opportunity for influence.	Project Lead	Engagement occurred early enough for feedback to genuinely influence the planning policy, strategy or scheme	<ul style="list-style-type: none"> • Engaged when there was opportunity for input into scoping • Engaged when there was opportunity for input into first draft • Engaged when there was opportunity for minor edits to final draft 	Per cent from each response.

					<ul style="list-style-type: none"> Engaged when there was no real opportunity for input to be considered 	
7	Engagement feedback was considered in the development of planning policy, strategy or scheme	Engagement contributed to the substance of a plan or resulted in changes to a draft.	Project Lead	Engagement contributed to the substance of the final plan	<ul style="list-style-type: none"> In a significant way In a moderate way In a minor way Not at all 	Per cent from each response.
8	Engagement includes 'closing the loop'	Engagement included activities that 'closed the loop' by providing feedback to participants/ community about outcomes of engagement	Project Lead	Engagement provided feedback to community about outcomes of engagement	<ul style="list-style-type: none"> Formally (report or public forum) Informally (closing summaries) No feedback provided 	Per cent from each response.
9	Charter is valued and useful	Engagement is facilitated and valued by planners	Project Lead	<ul style="list-style-type: none"> Identify key strength of the Charter and Guide Identify key challenge of the charter and Guide 		



14. Closing the Loop and Reporting Back

How will you respond to participants?	Who's responsible?	Timing
Acknowledgement of feedback received - we will send an email and/or letter acknowledging that stakeholder feedback has been received and is being considered. This will be accompanied by a brief description of the process moving forward and timelines around when the feedback analysis will be available	Ekistics	On receipt of a written submission provide a written acknowledgment
Provide analysis to feedback received by stakeholders and identifying key themes. This will be included in the engagement report, which will be available on the Plan SA Portal	Ekistics	At the end of the consultation process
Issue an evaluation survey to participants who were involved in the consultation process and provided feedback	Ekistics	At the end of the consultation process
Final letter – we will send out a notification to stakeholders, by email and/or mail, detailing the outcome of the Code Amendment	Ekistics	Following decision on the Code Amendment by the Minister

Attachment D

Kensington and Portrush Road Norwood Community Facilities Code Amendment

City of Norwood Payneham & St Peters
175 The Parade, Norwood SA 5067

Telephone 8366 4555
Facsimile 8332 6338
Email townhall@npsp.sa.gov.au
Website www.npsp.sa.gov.au



City of
**Norwood
Payneham
& St Peters**

File Number: fA16546
 Enquiries To: Emily McLuskey
 Direct Telephone: 8366 4561



City of
 Norwood
 Payneham
 & St Peters

3 June 2022

Ms Rebecca Thomas
 Director
 Ekistics

Via Email: rthomas@ekistics.com.au

Dear Ms Thomas

NOTIFICATION OF INTENT TO INITIATE A CODE AMENDMENT - 137-141 KENSINGTON ROAD, 319 PORTRUSH ROAD AND 38 DONEGAL STREET NORWOOD

I refer to your letter dated 12 May 2022, regarding an intent to undertake a '*proponent initiated*' Code Amendment affecting land at 137 – 141 Kensington Road, 319 Portrush Road and 38 Donegal Street, Norwood (the '*land*'). I also refer to the meeting held on 27 May 2022, attended by the Council's Manager Urban Planning & Sustainability Eleanor Walters, Manager Traffic & Integrated Transport Gayle Buckby and Senior Urban Planner Emily McLuskey on behalf of the Council. I note the intention to initiate a Code Amendment and appreciate being informed at this early stage of the process.

The Council acknowledges that the existing Established Neighbourhood Zone does not reflect the primarily non-residential uses which are located on the subject properties and understands the rationale behind pursuing a Code Amendment. As discussed in your meeting with Council staff, a variety of matters will, however, need to be taken into consideration when preparing the Code Amendment, and these are outlined briefly below.

Heritage

As you are aware, the two-storey Victorian bluestone building located on the land is identified in the *Planning and Design Code* as a Local Heritage Place. Future development will need to be carefully designed so that it does not detrimentally affect the heritage value of the building, particularly given the central siting of the Heritage Place on the land and its landmark exposure at the intersection of two busy arterial roads.

Interface Between Land Uses

The close proximity of the land to adjacent residential properties creates the potential for interface issues. Potential impacts may include (but are not limited to) visual bulk and scale, noise and light spill and overlooking and privacy concerns. Traffic impacts are also likely to be a factor, and these are discussed further below. In view of these potential issues, the Code Amendment should incorporate appropriate impact-mitigating policies such as appropriate building height limits, sufficient setback provisions, and policies which envisage a development intensity suitable for the context of the site.

Traffic Impacts

The location of the land at the intersection of two arterial roads, presents limitations in respect to vehicle access and egress. Notwithstanding the access constraints associated with the arterial roads, it is recommended that access via Donegal Street is avoided as part of any future development, as this is a small local "*dead-end*" street with limited capacity.

CHIEF
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 OFFICE

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Flood Risk Management

The southern portion of the land is partially within the Hazards (Flooding - General) Overlay and to a very small extent, the Hazards (Flooding) Overlay. This may impact the extent to which this portion of the land can be developed.

Opportunity for a Concept Plan

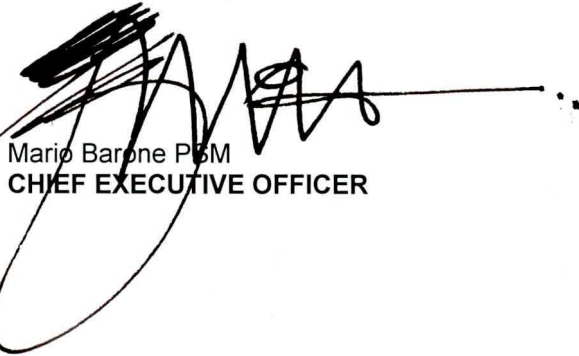
Given the potential development considerations and constraints as outlined above, it is recommended that the future Code Amendment incorporates a concept plan. The framework of the Code significantly limits the ability to include 'bespoke' contextual policies which respond to the constraints such as those that have been outlined above, and a concept plan could provide some spatial guidance for future development of the site, including appropriate locations for vehicle access, adequate separation from the Local Heritage Place and suitable building heights across the site. While a Code Amendment should not pre-determine the nature of development on the site, guidance as set out in a concept plan, is likely to provide greater clarity and comfort, particularly during the community engagement process.

Given the adjacency of the land to the City of Burnside and the potential strategic links of any future development with the Burnside Hospital, it is recommended that preliminary discussions are also held with the City of Burnside.

Thank you for providing the Council with the opportunity to provide comments at this preliminary stage of the Code Amendment process. The Council reserves the right to provide further comments and form a position of support or otherwise on a proposed rezoning when the draft Code Amendment is available for review.

Should you have any questions regarding these comments, please do not hesitate to contact the Council's Senior Urban Planner, Emily McLuskey on 8366 4561 or by email: emcluskey@npsp.sa.gov.au

Yours sincerely



Mario Barone PSM
CHIEF EXECUTIVE OFFICER

Attachment E

Kensington and Portrush Road Norwood Community Facilities Code Amendment

City of Norwood Payneham & St Peters
175 The Parade, Norwood SA 5067

Telephone 8366 4555
Facsimile 8332 6338
Email townhall@npsp.sa.gov.au
Website www.npsp.sa.gov.au



City of
**Norwood
Payneham
& St Peters**



**Kensington and Portrush Road, Norwood –
Community Facilities Code Amendment**

Designated Entity:

Nicalnat Group of Companies

FOR CONSULTATION

SEPT 2023

REF#01194

ACKNOWLEDGEMENT TO COUNTRY

Ekistics respectfully acknowledges the traditional owners and custodians of the land on which we work and we pay our respects to Elders past and present.

PROPRIETARY INFORMATION STATEMENT

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Revision	Description	Author	Date
Version 1	Draft Code Amendment	RH	31 August 2023
Version 2	Draft Code Amendment – Peer Review	RT	1 September 2023
Version 3	Draft Code Amendment For Consultation – Client Approval	RH	5 September 2023



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APPENDICES

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EXISTING AND PROPOSED MAPPING – ZONES, OVERLAYS & TNVS

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INVESTIGATIONS – PRELIMINARY TREE ASSESSMENT

INVESTIGATIONS PRELIMINARY INFRASTRUCTURE SERVICES

INVESTIGATIONS – TRAFFIC IMPACT ASSESSMENT

1. HAVE YOUR SAY

This Code Amendment is on consultation from 27 September 2023 to 8 November 2023 (5.00pm).

During this time you are welcome to lodge a written submission about any of the changes proposed in this Code Amendment.

Submissions on this Code Amendment can be made online, via email, or by post:

Online: via the Plan SA website https://plan.sa.gov.au/have_your_say/code_amendments

Email: engagement@ekistics.com.au - Attention 'Kensington and Portrush Road, Norwood Community Facilities Code Amendment

Post: Level 3, 431 King William Street, Adelaide SA 5000 - Attention 'Kensington and Portrush Road, Norwood Community Facilities Code Amendment

During the engagement period, clarification or further information can be sourced from the engagement team at Ekistics Planning and Design Pty Ltd on (08) 7231 0286 between 8:30am and 5:30pm Monday to Friday.

Two informal drop-in sessions will be held on at a local venue within close proximity to the Affected Area during the consultation period.

For further details regarding these sessions, please register your interest via email or check the Plan SA website listed above for further information.

2. WHAT IS THE PLANNING AND DESIGN CODE

The Planning and Design Code (the Code) sets out the rules that determine what landowners can do on their land.

For instance, if you want to build a house, the Code rules will tell you how high you can build and how far back from the front of your land your house will need to be positioned. The Code will also tell you if any additional rules apply to the area where your land is located. For example, you might be in a high bushfire risk area or an area with specific rules about protecting native vegetation.

2.1. Planning and Design Code Framework

The Code is based on a framework that contains various elements called overlays, zones, sub zones and general development policies. Together these elements provide all the rules that apply to a particular parcel of land. An outline of the Code Framework is available on the PlanSA portal.

2.2. Overlays

Overlays contain policies and maps that show the location and extent of special land features or sensitivities, such as heritage places or areas of high bushfire risk.

They may apply across one or more zones. Overlays are intended to be applied in conjunction with the relevant zone. However, where policy in a zone conflicts with the policy in an overlay, the overlay policy trumps the zone policy.

2.3. Zones

Zones are areas that share common land uses and in which specific types of development are permitted. Zones are the main element of the Code and will be applied consistently across the state. Each zone includes information (called classification tables) that describes the types of development that are permitted in that zone and how they will be assessed.

2.4. Sub-Zones

Sub zones enable variation to policy within a zone, which may reflect local characteristics. An example is Port Adelaide centre, which has many different characteristics to typical shopping centres due to its maritime activities and uses.

2.5. General Development Policies

General development policies outline functional requirements for development, such as the need for car parking or wastewater management. While zones determine what development can occur in an area, general development policies provide guidance on how development should occur.

2.6. Amending the Planning and Design Code



The Planning, Development and Infrastructure Act 2016 (the Act) provides the legislative framework for undertaking amendments to the Code. With approval of the Minister for Planning and Local Government (the Minister) a Council, Joint Planning Board, Government Agency or private proponent may initiate an amendment to the Code and undertake a Code Amendment process.

An approved Proposal to Initiate will define the scope of the Amendment and prescribe the investigations which must occur to enable an assessment of whether the Code Amendment should take place and in what form.

The State Planning Commission (the Commission) is responsible under the Act for ensuring the Code is maintained, reflects contemporary values relevant to planning, and readily responds to emerging trends and issues.

The Commission provided independent advice to the Minister for Planning and Local Government on the Proposal to initiate this Code Amendment. The Commission will also provide a report on the Code Amendment (including compliance with the Community Engagement Charter) at the final stage of the Code Amendment process.





3. WHAT IS PROPOSED IN THIS CODE AMENDMENT

3.1. Need for the Amendment

The Affected Area (as outlined in Section 3.2 below) is currently situated within the 'Established Neighbourhood Zone'. The current zoning seeks low density residential dwellings as the preferred development outcome.

The Affected Area has longstanding existing use rights for consulting rooms and office uses. With the exception of one allotment, the site has not been utilised for residential purposes for many decades and serves as a 'hub' for a range of local health and commercial activities which service the local community.

The Affected Area is a large, consolidated and relatively unencumbered land holding in single ownership that presents as an excellent opportunity for a future master planned development outcome more aligned to the longstanding existing use of the Affected Area while also providing opportunity for sensitively located residential dwellings.

The Affected Area has excellent accessibility with frontage to two busy arterial roads and convenient access to public transport. This location is well suited to non-residential land uses that provide services to the local community.

The existing land layout and building adaption over many years for medical tenancies and office uses means that conversion of the Affected Area into separate residential properties is not reasonably feasible or financially viable. Many of the buildings within the site are no longer suitable for modern day consulting practices at a time when medical technology and community expectations necessitate higher quality, purpose-built facilities. The existing zone does not provide appropriate policy guidance for the necessary remodelling of land within the Affected Area as it does not adequately provide for the existing uses within the Affected Area or within the immediate precinct.

Many of the existing medical / health businesses in the area occupy converted former dwellings (including the existing site) which are often compromised spaces which cannot readily adapt to current technology and medical equipment needs and are often at capacity in terms of client/patient numbers.

Identifying large, well-located sites to deliver integrated, state of the art medical facilities is extremely difficult, particularly in the eastern suburbs of Adelaide. A rezoning of the Affected Area presents a genuine opportunity to enable future investment in the land to both replace and upgrade the existing dental consulting practice which operate from the land as well as expand tenancy options for other complimentary allied health practices.

The locality includes a clustering of health and community related services with over seven (7) Community Facility Zones located less than 1km from the Affected Area. State Planning Policy 9.1 identifies health related uses as a key economic growth driver for South Australia. The rezoning of this land to support health and allied health practices will support delivery of this objective. Redevelopment of the site in line with a Community Facilities Zone will expand local employment opportunities and provide improved and expanded services to the local community.



3.2. Affected Area

The proposal seeks to amend the Code for the Affected Area, being the land located at 38 Donegal Street, 137-141 Kensington Road and 319 Portrush Road, Norwood and is formally identified by the following Certificates of Title:

- Allotment 39 in Filed Plan 138819, Certificate of Title Volume 5599 Folio 228;
- Allotment 40 in Filed Plan 138820, Certificate of Title Volume 5506 Folio 60;
- Allotment 300 in Deposited Plan 93706, Certificate of Title Volume 6142 Folio 946;
- Allotment 301 in Deposited Plan 93706, Certificate of Title Volume 6142 Folio 947; and
- Allotment 302 in Deposited Plan 93706, Certificate of Title Volume 6142 Folio 948.

The Affected Area is located within the City of Norwood, Payneham & St Peters as shown in the map at **Figure 3.1** and in **Attachment A** holding a prominent location at the intersection of two arterial roads, Portrush Road and Kensington Road. The site is adjacent to the City of Burnside (opposite southern side of Kensington Road).

This Affected Area comprises approximately 6,450m² in area and has approximate frontages of 65m to both Portrush Road and Kensington Road (excluding corner cut offs) and 72m to Donegal Street. Donegal Street is under the care and control of the City of Norwood, Payneham and St Peters, while Portrush Road and Kensington Road are both under the care and control of the Department for Infrastructure and Transport ('DIT').

The Affected Area (as identified in Figure 3.1 and 3.2) contains several buildings primarily occupied as consulting rooms and offices with the exception of the building located 137 Kensington Road (corner of Donegal St) that is used as a residence (detached dwelling).



Figure 3-1 Affected Area



Figure 3.2 - Affected Area Lots and Street Numbers

The entire land holding is located within the **Established Neighbourhood Zone** which desires primarily low density and low rise (max 2 storeys) residential development.

While the Zone does envisage some non-residential development (i.e. offices, shops and consulting rooms) to improve community accessibility to services, these are encouraged to be small scale and in the order of 200m². The existing consulting and office tenancies on the site, with a combined floor area of approx. 1,500m² GLA, exceed the anticipated supply of non-residential development sought by the Established Neighbourhood Zone.

As outlined, only one of the allotments and buildings within the Affected Area contains a residential dwelling. The existing land use arrangements within the Affected Area as well as the locality in general are illustrated in **Figure 3.3**.

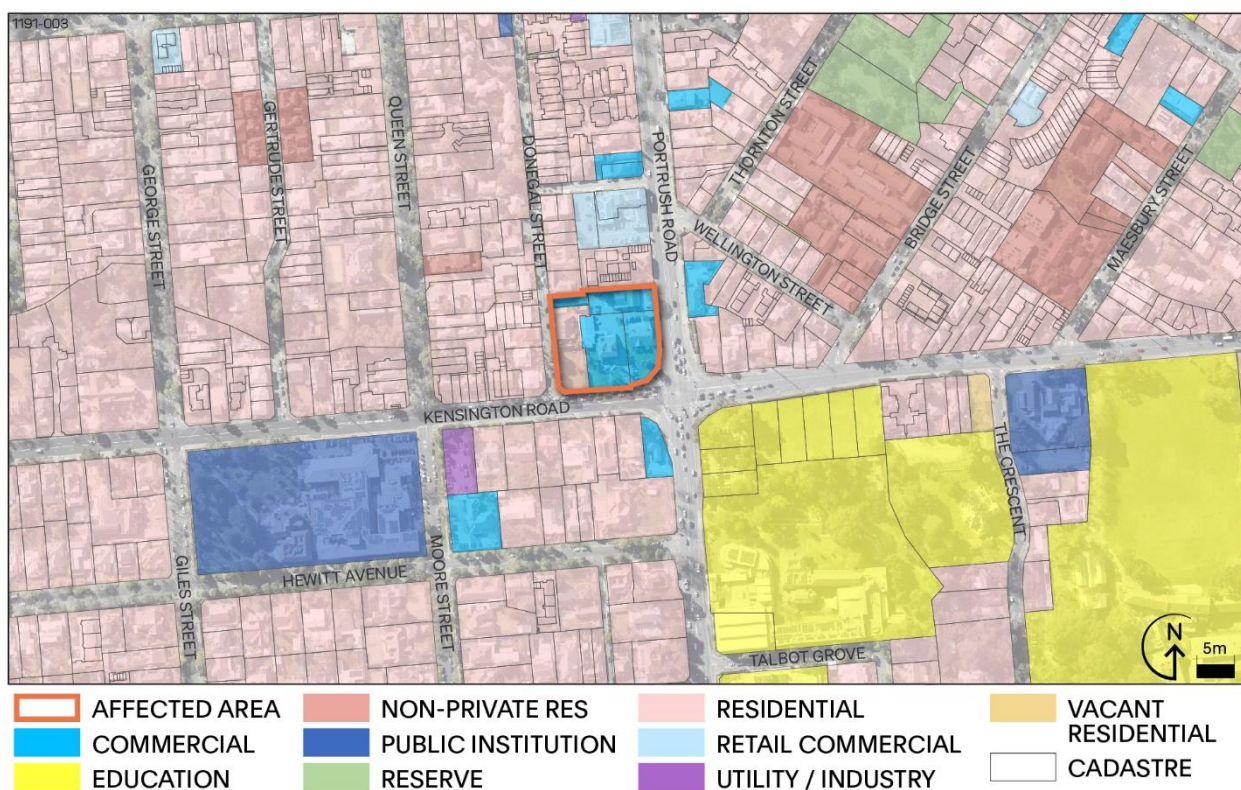


Figure 3.3 Existing Land Uses

Heritage Places associated with the site and locality are illustrated in **Figure 3.4**. 139 Kensington Road contains a two-storey Local Heritage Listed place. This Local Heritage Victorian bluestone building (circa 1880's) has been occupied by dental consulting rooms for over 30 years and prior to that was occupied as offices for the Royal District Nursing Society SA Inc. The retention and restoration of this heritage building for adaptive reuse has been a guiding principle for this Code Amendment.

The adjacent Bungalow at 141 Kensington Road (which is not heritage listed) was also used as an office prior to its current use as consulting rooms.

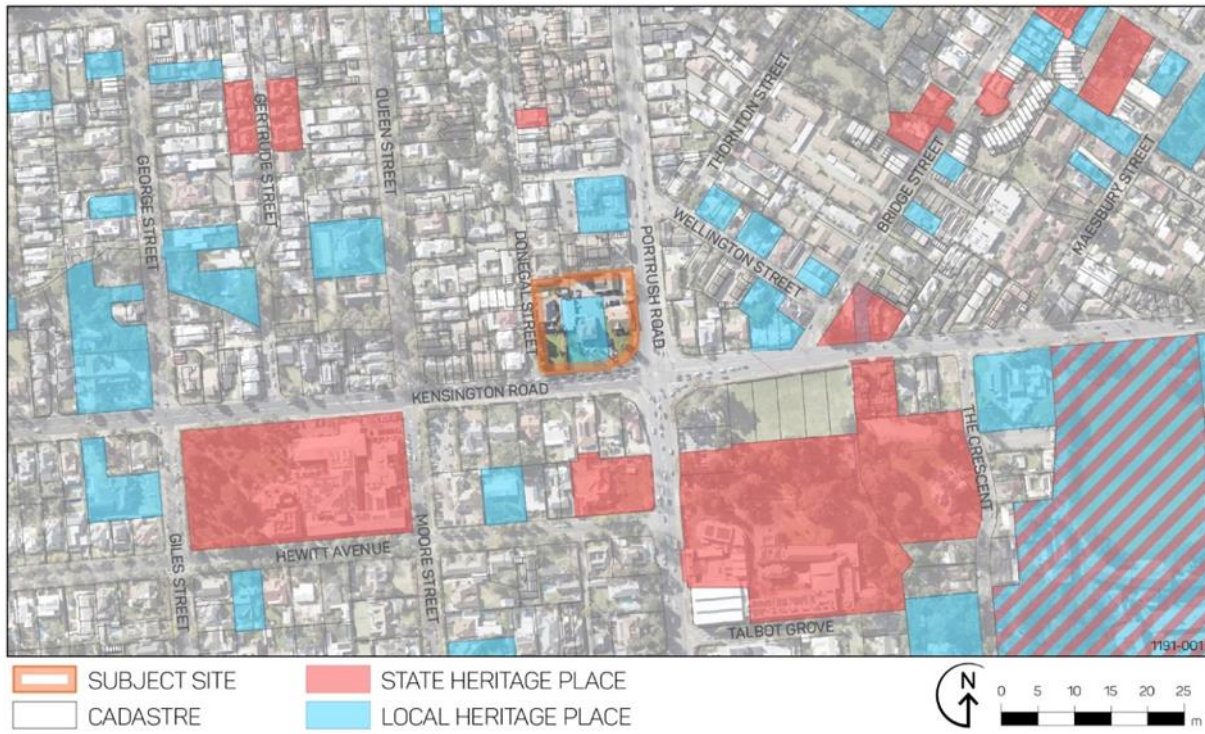


Figure 3.4 – Heritage Listed Places

Photos of the Affected Area are provided in Figure 3.5.





Figure 3.5 – Site Photos

3.3. The Locality

The area to the west and south comprises low and medium density (1-2 storey) residential dwellings within the Established Neighbourhood Zone. Images of the some of the existing residential properties which face the site on Donegal Street and Kensington Road are provided below. The opposite side of Portrush Road (east) contains former dwellings converted to offices.



Donegal Street



Kensington Road



Figure 3.6 – Locality Photos

Exceptions to this predominantly low scale residential character include the properties to the north and the Burnside Hospital, located approx. 70 metres west as illustrated in **Figure 3.7**. Also within the locality are Loretto College and Marryatville High School which contain large education use buildings set within landscaped grounds.



The Local Heritage listed Robin Hood Hotel which occupies land to the north of the apartment building



Burnside Hospital and allied health facilities 70 metres west



Figure 3.7 – Exceptions to low density character in the locality

With the exception of the 4 storey apartment building (which is within the Established Neighbourhood Zone despite its scale), the above ‘non-residential’ land uses are located in zones aligned to these activities as illustrated in **Figure 3.8**. More specifically, the Burnside Hospital is within a Community Facilities Zone while the Robin Hood Hotel is within a Business Neighbourhood Zone.

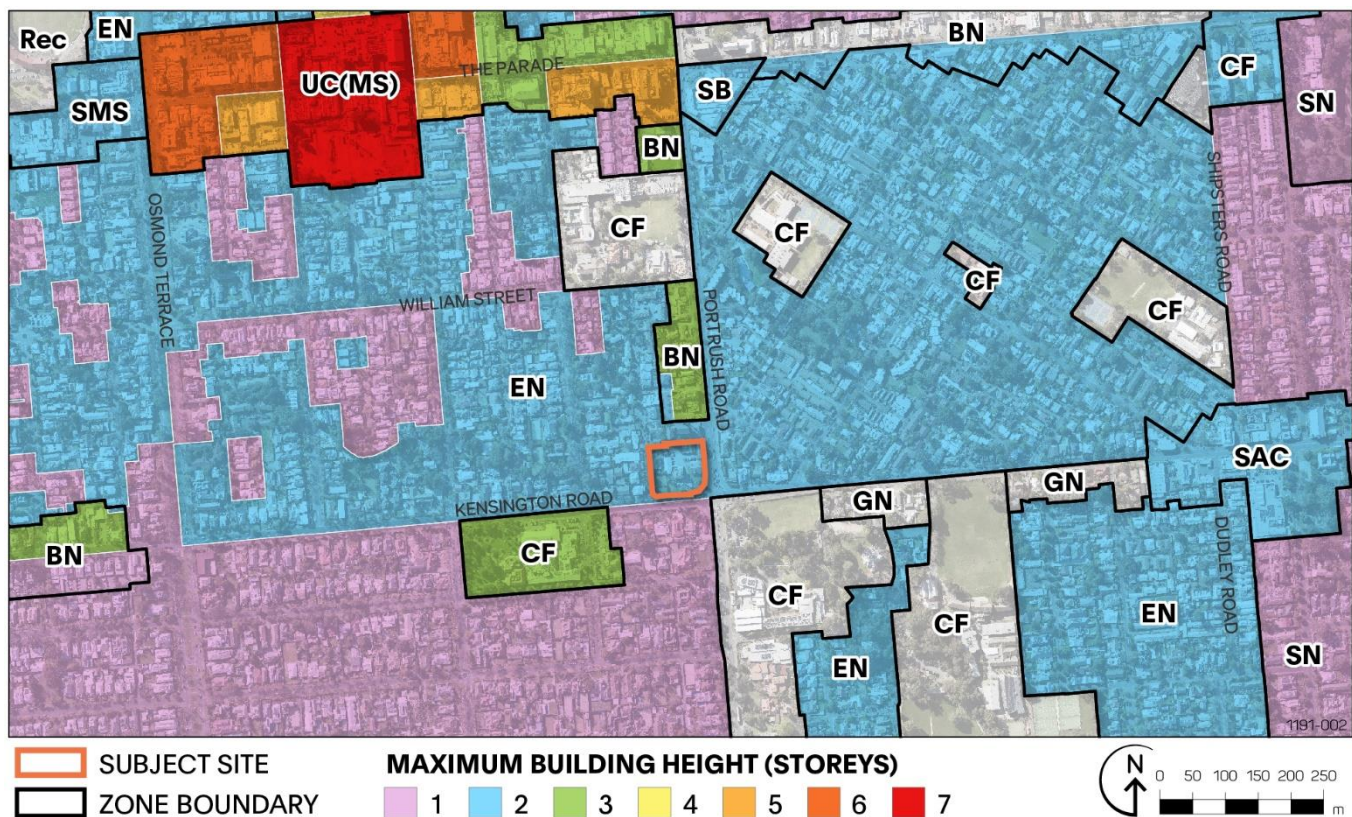


Figure 3.8 – Existing Zones and Building Heights

3.4. Summary of Proposed Policy Changes

3.4.1. Current Code Policy

The Affected Area is currently located in the ‘Established Neighbourhood Zone’, as shown in Attachment B and Figure 3.9 below.

The Desired Outcomes for the Established Neighbourhood Zone seek primarily low density and low rise (max 2 storeys) residential development as reflected in the following Desired Outcomes (DO) for future development.

- DO1** A neighbourhood that includes a range of housing types, with new buildings sympathetic to the predominant built form character and development patterns.
- DO2** Maintain the predominant streetscape character, having regard to key features such as roadside plantings, footpaths, front yards, and space between crossovers.

While the Zone does envisage some non-residential development (i.e. offices, shops and consulting rooms) to improve community accessibility to services, these are encouraged to be small scale and in the order of 200m². The existing consulting

and office tenancies on the site, with a combined floor area of approx. 1,500m² GLA, exceed the anticipated volume of non-residential development sought by the Established Neighbourhood Zone.



Figure 3.9 – Existing Zoning

Overlays

The Affected Area is subject to the following Overlays:

- Airport Building Heights (Regulated) Overlay (All structures over 45 metres)
Manages the potential impact of buildings and generated emissions to maintain operational and safety requirements of airfields, airports, airstrips and helicopter landing sites
- Advertising Near Signalised Intersections Overlay
Ensures the provision of a safe road environment by reducing driver distraction at key points of conflict on the road.
- Future Road Widening Overlay [only 137,139 & 141 Kensington Rd & 319 Portrush Rd]
Ensures development is consistent with and will not compromise the efficient delivery of future road widening requirements.



- Heritage Adjacency Overlay [319 Portrush Rd, 137 & 141 Kensington Rd]
Seeks for development adjacent to State and Local Heritage Places to maintain the heritage value and cultural values of those places.
- Hazards (Flooding) Overlay [only approx. 2m² of 139 Kensington Rd, adjacent southern allotment boundary]
Ensure impacts on people, property, infrastructure and the environment from exposure to flood hazard risk are minimised through limitation of development intensification.
- Hazards (Flooding – General) Overlay [portion of 137, 139 & 141 Kensington Rd]
Ensures impacts on people, property, infrastructure and the environment from general flood risk are minimised through the appropriate siting and design of development.
- Major Urban Transport Routes Overlay [only 141 Kensington Rd & 319 Portrush Rd]
Ensures the safe and efficient operation of major urban transport routes for all road users, and the provision of safe and efficient access to and from major urban transport routes.
- Local Heritage Place Overlay [only 139 Kensington Rd]
Ensures heritage and cultural values of Local Heritage Places are maintained through conservation, ongoing use and adaptive reuse.
- Prescribed Wells Area Overlay
Ensures sustainable water use in prescribed wells areas.
- Regulated and Significant Tree Overlay
Ensures the conservation of regulated and significant trees to provide aesthetic and environmental benefits and mitigate tree loss.
- Stormwater Management Overlay
Ensures new development incorporates water sensitive urban design techniques to capture and re-use stormwater.
- Traffic Generating Development Overlay
Ensures safe and efficient vehicle movement and access along urban transport routes and major urban transport routes
- Urban Transport Routes Overlay [only 137 & 139 Kensington Rd]
Ensures safe and efficient vehicle movement and access along urban transport routes
- Urban Tree Canopy Overlay
Ensures the preservation and enhancement of urban tree canopy through the planting of new trees and retention of existing mature trees where practicable.



Technical Numeric Variations (TNVs)

The Affected Area is also covered by the following Technical and Numeric Variations (TNVs) which set:

- a minimum frontage for a detached dwelling of 9m, semi-detached dwelling of 8m, row dwelling of 6m, group dwelling of 18m, residential flat building of 18m;
- a minimum site area for a detached dwelling of 250m², semi-detached dwelling of 250m², row dwelling of 250m², group dwelling of 250m²; and
- maximum building height at two (2) building levels.

3.4.2. Proposed Code Policy

Summary of Code Policy Changes

The Code Amendment proposes the following changes:

Zones

- Rezone the Affected Area to the **Community Facilities Zone** with the **Neighbourhood Subzone**.

The Desired Outcome of the Community Facilities Zone is **DO1**: Provision of a range of community, educational, recreational and health care facilities.

The Desired Outcome of the Neighbourhood Subzone is **DO1**: Community, educational and health care land uses and residential development at medium densities as an alternative land use.

Overlays

- It is proposed to retain the Overlays that currently apply to the land except for the following proposed changes:
 - Remove the Stormwater Management Overlay
 - Remove the Urban Tree Canopy Overlay
- This approach is consistent with the rules for applying the Code Modules as set out in the Guide to the Planning and Design Code, June 2022.

Technical and Numeric Variations (TNVs)

- Replace the existing maximum building height (2 building levels) for the western area of the site along the Donegal Street frontage:
 - Maximum building height is 3 levels;
 - Maximum building height is 12.5 metres;



- Replace the existing maximum building height (2 building levels) for the northern and eastern portion of the site extending along the Portrush Road frontage around the local heritage place:
 - Maximum building height is 5 levels;
 - Maximum building height is 18.5 metres;
- It is proposed to remove the application of the minimum frontages and minimum site area TNVs.

The proposed policy changes are shown in **Attachments B & C**.



4. WHAT ARE THE NEXT STEPS IN THE CODE AMENDMENT

4.1. Engagement

Engagement on the Code Amendment must occur in accordance with the Community Engagement Charter principles, which require that:

- engagement is genuine
- engagement is inclusive and respectful
- engagement is fit for purpose
- engagement is informed and transparent
- engagement processes are reviewed and improved.

An Engagement Plan has been prepared for this Code Amendment to ensure that engagement will be conducted and measured against the principles of the Charter. For more information on the Community Engagement Charter go to the PlanSA portal at (https://plan.sa.gov.au/our_planning_system/instruments/community_engagement_charter)

Engagement will be undertaken over a 6-week period commencing on 27 September 2023 and concluding on 8 November 2023. A summary of the engagement that is occurring for this Code Amendment is provided below:

- The following stakeholders will receive direct correspondence (letter or email) inviting them to provide feedback on the draft Code Amendment:
 - Adjacent landowners/occupiers;
 - Non-adjacent landowners/occupiers who may be specifically impacted by the proposed rezoning;
 - Traditional Custodians /Kaurna Yerta Aboriginal Corporation (KYAC);
 - Key Government Agencies and Members of Parliament including the following:
 - » Local Members of Parliament (State and Federal);
 - » City of Norwood, Payneham and St Peters – Elected Members and staff;
 - » City of Burnside – Elected Members and staff;
 - » Local Government Association of South Australia;
 - » Department for Trade and Investment – Planning and Land Use Services (PLUS);
 - » Department for Infrastructure and Transport (DIT);
 - » SA Health (Department of Health and Wellbeing);



- » Department for Education;
- » Environment Protection Authority (EPA);
- » Department for Environment and Water (DEW) and Green Adelaide;
- » Emergency Services including SAPOL, SA Ambulance Services, SES and SAMFS
- » Utility Providers; and
- » Adelaide Airport and Australian Civil Aviation Safety Authority (CASA).
- Key Community Groups including the following:
 - » Norwood Residents Association;
 - » Kensington Residents Association; and
 - » City of Norwood Payneham and St Peters Residents Group.
- The wider community will be invited to provide feedback on the proposed Code Amendment. Consultation and engagement with the community will occur in the following ways:
 - Publication of the proposed Code Amendment will be placed on the SA Planning Portal.
- Specific engagement activities that will occur through the consultation period will include:
 - A briefing for City of Norwood, Payneham & St Peters and Burnside Councils staff and elected members;
 - Two (2) Informal Drop-In Sessions will be held during the consultation period. The sessions will be held at a local venue within close proximity to the Affected Area. Details of the exact dates and times will be published on the Plan SA website. Registrations of interest in attending either session can be emailed to engagement@ekistics.com.au attention 'Kensington and Portrush Road, Norwood Community Facilities Code Amendment'; and
 - Survey/invitation to make comment.

A subsequent Engagement Report will be prepared following a review of all submissions received, summarising all written and verbal representations, suggesting responses to the issues raised and, if necessary, recommended changes to the Code Amendment.

4.2. How can I have my say on the Code Amendment?

There are several ways in which you can provide feedback on the Code Amendment. This includes:

Online: via the Plan SA website https://plan.sa.gov.au/have_your_say/code_amendments.

Email: engagement@ekistics.com.au - Attention 'Kensington and Portrush Road, Norwood Community Facilities Code Amendment'.



Post: Level 3, 431 King William Street, Adelaide SA 5000 - Attention 'Kensington and Portrush Road, Norwood Community Facilities Code Amendment'.

In person: Attending one of the drop in sessions.

4.3. What changes to the Code Amendment can my feedback influence?

Aspects of the Code Amendment which stakeholders and the community can influence are:

- Appropriateness of the Community Facilities Zone and Neighbourhood Subzone over the Affected Area;
- Application of Overlays to the Affected Area;
- Application of the Maximum Building Height Technical and Numeric Variations (TNVs) to the Affected Area; and
- Whether the investigations associated with the Code Amendment have appropriately addressed the following key considerations:
 - Land use demand and supply analysis;
 - Social and economic impact analysis
 - the proposed incremental maximum building heights is appropriate;
 - Heritage adjacency;
 - Interface impacts with land outside the Affected Area;
 - Infrastructure and servicing capacity and augmentation capability;
 - Stormwater and flooding impacts;
 - Traffic and access impacts; and
 - Other environmental impact considerations.

Aspects of the project which stakeholders and the community cannot influence are:

- the geographic extent of the Affected Area;
- the existing heritage listing of 139 Kensington Road;
- the policies and wording of the General Development Policies in the Planning and Design Code; and
- the policies and wording contained in Zones, Subzones and Overlays in the Planning and Design Code.



4.4. What will happen with my feedback?

Ekistics Planning and Design Pty Ltd (Ekistics), on behalf of Nicalnat Group of Companies, is committed to undertaking consultation in accordance with the principles of the Community Engagement Charter and is genuinely open to considering the issues raised by people in the community.

All formal submissions will be considered by Ekistics on behalf of Nicalnat Group of Companies when preparing the Engagement Report and considering whether any changes to the Code Amendment should be made.

Each submission will be entered into a register and you will receive an email acknowledging receipt of your submission. Your submission will be published on the PlanSA portal. Personal addresses, email and phone numbers will not be published, however company details will be.

Ekistics on behalf of Nicalnat Group of Companies will consider the feedback received in finalising the Code Amendment and will prepare an Engagement Report which will outline what was heard during consultation and how the proposed Code Amendment was changed in response to submissions.

The Engagement Report will be forwarded to the Minister, and then published on the PlanSA portal.

4.5. Decision on the Code Amendment

Once the Engagement Report is provided to the Minister, the Commission may provide further advice to the Minister, at the Minister's request, if the Code Amendment is considered significant.

The Minister will then either adopt the Code Amendment (with or without changes) or determine that the Code Amendment should not proceed. The Minister's decision will then be published on the PlanSA portal.

If adopted, the Code Amendment will be referred to the Environment Resources and Development Committee of Parliament (ERDC) for their review. The Commission will also provide the Committee with a report on the Code Amendment, including the engagement undertaken on the Code Amendment and its compliance with the Community Engagement Charter.



5. ANALYSIS

5.1. Strategic Planning Outcomes

The key strategic planning outcomes for this Code Amendment are summarised below and have been informed by the technical investigations discussed in Section 4.3.

5.1.1. Summary of Strategic Planning Outcomes

The proposed rezoning of the Affected Area to **Community Facilities Zone** represents a logical opportunity to enhance provision of health and medical services to the community given its existing and long-term use for these purposes, strategic location at the corner of two major arterial roads and proximity to complementary activities.

Other strategic advantages and outcomes in relation to the proposed rezoning include:

Growth Opportunity

- There is a limited likelihood of the future use of the Affected Area for exclusively residential accommodation, given its existing use for non-residential activity and location on corner of two major arterial roads which would compromise residential amenity and vehicle access.
- Many of the existing medical/health businesses in the area occupy converted former dwellings (including the existing site) which are often compromised spaces which cannot readily adapt to current technology and medical equipment needs and are often at capacity in terms of client/patient numbers.
- Identifying large, well-located sites to deliver integrated, state of the art medical facilities is extremely difficult, particularly in the eastern suburbs of Adelaide. A rezoning of the Affected Area presents a genuine opportunity to enable future investment in the land to both replace and upgrade the existing dental consulting practice which operate from the land as well as expand tenancy options for other complimentary allied health practices.
- The June 2021, Land Supply Report for Greater Adelaide (Employment Lands) identifies a lack of employment land supply in the Inner Metro Area and that new sources will likely come through refurbishment and redevelopment of existing sites. The report identifies the Inner Metro region as having the lowest amount of vacant zoned land across all regions in Greater Adelaide and that increasing land values continue to contribute to ongoing pressure for changes in this land use. The report identifies 'Health Care and Social Assistance' as the largest industry type in the Inner Metro area and is projected to accommodate the largest net gain in total jobs between 2020 and 2030. The rezoning of this land will support the provision of additional employment land that will assist meet the projected increased demand for health care and social assistance related jobs in the Inner Metro area of Greater Adelaide.

Interfaces

- Investigations undertaken demonstrate that the potential external impacts arising from an increased scale of development on the Affected Area proposed in the rezoning can be suitably addressed through proposed policies in the Planning and Design



Code including the proposed Community Facilities Zone and Neighbourhood Subzone, as well policies in the General Development Policies – Interface between Land Uses section of the Code.

- Land to the south and east of the Affected Area are separated by major arterial roads. This will provide adequate separation to manage any potential interface impacts arising from development of the Affected Area.
- Land to the west of the Affected Area is separated by Donegal Street. The proposal includes a transitional height for new development along Donegal Street to manage the relationship between with the adjoining residential properties.

Heritage

- The potential for economic uplift to the immediate environs of the heritage place resulting from the rezoning that would in turn support the integration and adaptive reuse of the heritage place and investment in the asset.
- This opportunity would support retention and conservation of the local heritage place on the Affected Area.

Natural Environment

- The Affected Area is located within the inner urban area of Adelaide that has been modified through urban development and can be broadly considered to provide low fauna habitat value.
- The design and layout of future development (including positioning of future access points) on the Affected Area may provide opportunities for increased vegetation and will also need to be cognisant of existing Regulated and Significant Trees.

Infrastructure and Services

- Investigations have confirmed that the Affected Area is well served by existing utilities including water, sewer, gas, electricity and communications infrastructure.
- The Affected Area does not require significant extensions to civil infrastructure and can be appropriately serviced via existing infrastructure located within close proximity.
- A strategic benefit of this location is its proximity to the Burnside Hospital and a range of other nearby community services.

Accessibility

- The Affected Area is well integrated with existing transport infrastructure, services and functions, and is considered to support the State planning objectives in relation to integrated transport through a high level of accessibility by road, public transport, cycling and walking.

5.2. Consistency with the State Planning Policies

State Planning Policies define South Australia's planning priorities, goals and interests. They are the overarching umbrella policies that define the state's interests in land use. There are 16 State Planning Policies and six special legislative State Planning Policies.



These policies are given effect through the Code, with referral powers assigned to relevant Government Agencies (for example, the Environmental Protection Agency for contaminated land). The Code (including any Code Amendments) must comply with any principle prescribed by a State Planning Policy.

This Code Amendment is considered to be consistent with the State Planning Policies as shown in **Attachment E**.

5.3. Consistency with the Regional Plan

The directions set out in Regional Plans provide the long term vision and set the spatial patterns for future development within a region. This can include land use integration, transport infrastructure and the public realm.

The State Planning Commission has identified that the existing volumes of the South Australian Planning Strategy, prepared under the former Development Act 1993, will apply until such time as the new Regional Plans are prepared and adopted. Refer to the PlanSA portal for more information on the Commission's program for implementing Regional Plans throughout South Australia.

Where there is conflict between a Regional Plan and the State Planning Policies, the State Planning Policies will prevail.

This Code Amendment is considered to be consistent with the Regional Plan as shown in **Attachment E**.

5.4. Consistency with other key Strategic Policy Documents

This Code Amendment also aligns with the following key policy documents, as discussed below:

5.4.1. Land Supply Report for Greater Adelaide

The June 2021 Land Supply report for Greater Adelaide is an evidence based report by the Planning and Land Use Services Directorate (formerly part of the Attorney-General's Department) which provides a single source of data around residential and employment land trends, land supply and estimated future demand for both a medium and high population growth scenario.

Part 3 of the report provides information and analysis on employment land supply, demand, industry types and projected jobs to 2030. The Affected Area is located within the Inner Metro region of the report, which identifies 'Health Care and Social Assistance' sector as the major contributor to jobs, with 65% of total jobs in the region being population servicing activities. The report identifies a lack of employment land supply in the Inner Metro region and that new sources of land supply will likely come through refurbishment and redevelopment of existing sites. The report identifies that the region has the lowest amount of vacant zoned land across all regions of Greater Adelaide. The report also identifies that increasing land values of Inner Metro employment will continue to contribute to ongoing pressure for changes in this land use. The report identifies the consumption of land zoned Urban Corridor Zone (previously zoned employment land) for residential development is contributing to the reduction in availability of employment land in the region.



5.4.2. City of Norwood, Payneham and St Peters – CityPlan 2030: Shaping Our Future

The Code Amendment aligns with and gives effect to the Council's long terms strategic vision through enabling the creation of a community hub where community, health and social services can be developed in a convenient cluster in close proximity to other health services and 'community' facilities (Burnside Hospital, Loreto College, etc.).

This Code Amendment is considered to support the objectives of the CityPlan2030 as shown in **Attachment E**.

5.4.3. City of Norwood, Payneham and St Peters – Economic Development Strategy 2021-2026

The Code Amendment will support the continued use of the land for professional health services which is aligned with the Council's Economic Development Strategy as health is specifically identified as key a sector to drive new investment and growth within the municipality,

This Code Amendment is considered to be consistent with the Economic Development Strategy as shown in **Attachment E**.

5.5. Infrastructure Planning

Infrastructure and servicing requirements for the Affected Area are addressed in the report by Greenhill Engineers as contained within **Attachment F**.

The following infrastructure planning is relevant to this Code Amendment:

Infrastructure	Relevant Agency	Response/Comment
Roads	Council/DIT	<p>The Affected Area is bordered by the following roads:</p> <ul style="list-style-type: none"> • Kensington and Portrush Roads, under the care and control of the Department for Transport and Infrastructure. There is currently an exit only access near the northern boundary of the Affected Area and a double width garage on Portrush Road, and a single entry/exit access point on Kensington Road. • Donegal Street, under the care and control of the City of Norwood Payneham and St Peters. There are currently two (2) access points for the dwelling located at 137 Kensington Road, and one (1) access (entry



Infrastructure	Relevant Agency	Response/Comment
		<p>only) into the site associated with the existing commercial activities near the northern boundary of the Affected Area.</p> <p>The City of Norwood Payneham and St Peters standards will be considered for the construction of new kerbs, pram ramps, roads, footpaths and pavements.</p> <p>Advice from Stantec suggests that the anticipated traffic generation from future development of the Affected Area can be accommodated within the surrounding road network and intersections without the need for upgrade or comprising its efficient operation.</p>
Stormwater Management	Council	<p>Advice from Greenhill Engineers (refer to Attachment F) has identified that the Affected Area currently grades from South-East to West. Stormwater from the affected area will most likely need to be captured by a new pit and pipe system internally and then connect to the existing system on Kensington Road. Enquiry with the Norwood, Payneham & St Peters Council identified that they will require the post-development stormwater flows to be restricted to much less than the current estimated pre-development flow rates.</p> <p>Greenhill have analysed the likely form of development arising from the Code Amendment and identified that there will likely be increased in paved surface area meaning that future development will most likely need to incorporate stormwater detention storage on-site. The extent of storage will depend on the development proposed and the required post development peak flow rate.</p> <p>In addition to on-site stormwater detention, Greenhill have identified that water sensitive urban design (WSUD) options are able to be implemented in future developments over the Affected Area facilitated by this Code Amendment. There are a number of stormwater design options that could be utilised to treat stormwater prior to discharge to improve water quality.</p> <p>The City of Norwood Payneham and St Peters had advised that future development will require finished floor level of the proposed buildings, to be a minimum of 300 mm above the estimated flood levels during the 1% Annual Exceedance Probability storm event. Greenhill Engineers has</p>

Infrastructure	Relevant Agency	Response/Comment
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identified the following map showing the portion of the Affected Area that would be affected by a 1 in 100 chance storm event before any mitigation works:



Figure 2: SA Government, Water Connect, Flood Awareness Map – Extract from the Gawler River Floodplain Mapping from 2015, 1 in 100 Chance Storm Event– Before Mitigation Works

Public Transport

The Affected Area has convenient access to multiple bus services that provides convenient access to multiple destinations. Bus services are available along both Kensington and Portrush Roads.

Potable Water

SA Water

Greenhill Engineers (refer to **Attachment J**) have identified that existing water main infrastructure includes:

- Donegal Street – 100 mm diameter cast-iron-concrete-lined (CICL) water main
- Kensington Road – 150 mm diameter CICL water main
- Portrush Road – 200- and 300-mm diameter CICL water main



Infrastructure	Relevant Agency	Response/Comment
Sewer	SA Water	<p>Lot 137 is currently serviced by the Donegal Street water main and Lot 139 and 141 are serviced by the Kensington Road water main. Lot 319 is being serviced by the 200 mm main in Portrush Road.</p> <p>Greenhill Engineers anticipate that future development can be served by existing infrastructure. To date, no response from SA Water has been received.</p>
Electricity	SA Power Networks (SAPN)	<p>Greenhill Engineers (refer to Attachment J) analysis outlines that the Affected Area is serviced by predominately overheard power lines and poles.</p> <p>To date no response has been received from SAPN, however Greenhill have advised that connection to the anticipated future development will likely be made to the adjacent overhead power lines/poles, or to the existing transformer located on lot 141. Extension of the electrical reticulation network in accordance with SAPN requirements will be required for connection.</p>
Gas	APA Group	<p>Greenhill Engineers (refer to Attachment F) investigations have identified that the site is serviced by high pressure gas lines along Portrush, Kensington and Donegal Streets.</p> <p>APA provided the following advice:</p> <p><i>“There are existing high-pressure gas mains adjacent to this proposed development. Therefore, it is expected that the existing gas mains would have sufficient capacity to service this site. Typically, connections would be at no-charge subject to final design and approval.”</i></p>



Infrastructure	Relevant Agency	Response/Comment
Telecommunications (Telstra and NBN)		Telstra and NBN Infrastructure is presently available to service the Affected Area.

The existing infrastructure has sufficient capacity to service the Affected Area. As such no further agreements or other arrangements are required to fund the infrastructure as part of the Code Amendment process. Infrastructure assets that will ultimately be vested with Council will be subject to further agreement with Council to ensure that relevant infrastructure is consistent with Council requirements.

Water, electricity and gas will be provided by the relevant services providers with associated costs for connection to be met when the Affected Area is ultimately developed.

5.6. Investigations

5.6.1. Investigations undertaken

The extent of investigations that have been undertaken as part of the Code Amendment process have been agreed by the Minister in the Proposal to Initiate. In addition to this, the State Planning Commission pursuant to section 73(6)(f) of the PDI Act, has also prescribed that the following additional investigations be carried out:

- Consider the interface between the affected area and the residential properties to the west and whether a more nuanced approach to building heights via Technical and Numeric Variations (TNVs) may be appropriate in managing any potential interface issues.
- Conduct a search of the Register of Aboriginal Sites and Objects (Taa Wika) to identify relevant Aboriginal heritage considerations, including any identified cultural sites and objects.
- Investigate and report on the possible heritage values including assessment against section 67 of the Act of the single storey dwelling at 141 Kensington Road, Norwood.

The following investigations have been undertaken to inform this Code Amendment:

- Aboriginal Sites and Objects
- Growth and Land Supply
- Suitability of the Community Facilities Zone
- Context and Massing Opportunity Study
- Built Heritage analysis



- Tree Assessment analysis
- Infrastructure and Utility Services analysis
- Stormwater and flooding analysis
- Interface management analysis
- Transport and Access analysis

Technical Reports addressing each of the above mentioned matters are provided in Attachments **E – K**.

The outcome of these investigations are summarised below in sections 5.6.2-5.6.11:

5.6.2. Aboriginal Sites and Objects

Ekistics performed a request to Aboriginal Affairs and Reconciliation (AAR) to undertake a search of the central archive, which includes the Register of Aboriginal Sites and Objects (the Register) for entries for Aboriginal sites within the Affected Area.

The search revealed that there are no entries for Aboriginal sites at this location. The search results are contained in **Attachment E**.

In the absence of known Aboriginal heritage sites within the Affected Area, a Ministerial authorisation to impact heritage under Section 23 of the Aboriginal Heritage Act, 1988 (the 'AHA') is not required. However, this does not obviate any future responsibilities if unknown Aboriginal heritage sites are revealed during any future development works.

All Aboriginal sites and objects are protected under the AHA, whether they are listed in the central archive or not.

Policy Implications

The findings of the Aboriginal heritage search and investigations do not preclude the rezoning to the Community Facilities Zone.

5.6.3. Growth and Land Supply

The population of the NPSP Council area is forecast to increase by 5.8% to 39,234 by 2031 (was 37,056), as identified in the Norwood, Payneham & St Peters City Plan 2030.

The June 2021, Land Supply Report for Greater Adelaide identifies a lack of employment land supply in the Inner Metro Area and that new sources will likely come through refurbishment and redevelopment of existing sites. The report identifies 'Health Care and Social Assistance' as the largest industry type in the Inner Metro area and is projected to accommodate the largest net gain in total jobs between 2020 and 2030. The rezoning of this land will support the provision of additional employment land that will assist to meet the projected increased demand for health care and social assistance related jobs in the Inner Metro area of Greater Adelaide.



Policy Implications

The Code Amendment will support the provision of adequate employment land.

5.6.4. Suitability of Community Facilities Zone

The Designated Entity has explored the suitability of the applying the Community Facilities Zone with the 'Neighbourhood Subzone' over the Affected Area, taking into consideration the locality, the existing land uses on the Affected Area and intended future outcomes.

The Desired Outcome for the 'Community Facilities Zone' is reproduced below:

DO 1: Provision of a range of community, educational, recreational and health care facilities.

Performance Outcome 1.1 suggests that land within the 'Community Facilities Zone' will be used 'for or ancillary to the provision of community, educational, recreational and / or health care services.' The corresponding Designated Performance Features (DPF1.1) provides the following examples of contemplated land uses for the Zone:

DTS/DPF 1.1: Development comprises one of more of the following:

- » Cemetery
- » Child care facility
- » Community facility
- » Consulting room
- » Educational facility
- » Emergency services facility
- » Health care facility
- » Hospital
- » Indoor recreation facility
- » Library
- » Office associated with community service [note: PO1.2 seeks shops of a scale that is subordinate to the principal community use of land]
- » Place of worship
- » Recreation area
- » Shop [note: PO1.2 seeks shops of a scale that is subordinate to the principal community use of land]



The Neighbourhood Subzone envisages community, educational and health care land uses complemented by residential development at medium densities as an alternative land use, as reflected in the Desired Outcomes.

DO1: Community, educational and health care land uses and residential development at medium densities as an alternative land use.

Performance Outcomes PO 1.1 & 1.2 and the associated Deemed to Satisfy/ Designated Performance Feature DTS/DPF 1.1 & 1.2 of the Neighbourhood Subzone provides more specific guidance in relation to envisaged development in the Zone:

Performance Outcome	Deemed-to-Satisfy Criteria/ Designated Performance Feature
PO 1.1 Development is associated with or ancillary to the provision of community, educational, recreational and/or health care services	DTS/DPF 1.1 None are applicable
PO1.2 Residential land uses at medium densities that provide an alternative to community, educational and health care facilities in the Zone	DTS/DPF 1.2 Development comprises one or more of the following: (a) Dwelling (b) Residential Flat Building

With the exception of 137 Kensington Road which is used as a dwelling, the Affected Area contains several buildings used as consulting rooms and offices.

The Affected Area is located at the intersection of two main arterial roads where it is unlikely that the existing buildings on the Affected Area would be developed for residential purposes consistent with the existing zoning.

The 'Community Facilities Zone' with a 'Neighbourhood Subzone' is considered the most appropriate zoning arrangement in the context of desired outcomes sought for the Affected Area to create an integrated mixed use medical and allied health hub with potential for residential development where it transitions and complements the adjoining residential development. The Zone and subzone provide policy direction that seeks to avoid situations where other uses would dominate the zone and conflict with the primary intent of the zone being for community, educational, recreational and/or health services.

For residential uses, the Neighbourhood Subzone seeks "new residential buildings up to 3 storeys in height sufficiently setback from an existing dwelling in the zone, subzone or an adjoining zone to avoid detrimental impact on those dwellings due to the height, scale or bulk of the development" (PO3.1). The Affected Area adjoins the Existing Neighbourhood Zone where a scale of buildings up to two storeys is envisaged. The policy direction of new residential development of up to 3 storeys in height and being designed to avoid detrimental impact on dwellings in the adjoining zone, is consistent with the intended future outcomes in the zone.

Review of Potential Alternative Zones

A review of potential suitable alternative zones has been conducted with the possible alternative of the Urban Neighbourhood Zone identified.



The 'Guide to Planning and Design Code, June 2022' outlines that the Urban Neighbourhood Zone is generally applied to support significant opportunities to increase the density of development around a major public transport node or corridor or a significant place of interest (e.g. West Lakes, Bowden, Seaton, Tonsley, Bedford Park and the Paradise Interchange). The primary focus is to encourage mixed use development comprising residential, retail, office, commercial and civic uses in compact and higher-density growth or regeneration areas. The Zone incorporates building height interface policies, which seek to minimise the visual and overshadowing impacts arising from higher density buildings constructed adjacent to lower density land uses. An interface height TNV may apply in some locations.

Whilst this zone could facilitate the desired outcomes sought for the Affected Area to create an integrated mixed use medical and allied health hub with potential for residential development, the Community Facilities Zone has been selected for its focus on the provision of health and community related land uses. The Community Facilities Zone with the Neighbourhood Subzone also include policy to manage the interface with surrounding lower-scale residential land uses.

Policy Implications

The Community Facilities Zone is considered the most appropriate policy response for the whole of the Affected Area.

5.6.5. Context and Massing Opportunity Study

Brown Falconer Architects have undertaken a high-level site context and massing opportunities study (see Attachment F to analyse the:

- Key site opportunities and constraints;
- Development options for a multi-level medical and allied health facility with site car parking;
- Integration of townhouse style residential dwellings; and
- Approach to managing sensitive interfaces to the north and west.

The analysis has identified:

- The Affected Area has a fall roughly from its north-eastern corner to south-western corner of approximately 2.0 metres;
- The scale of buildings in the locality are generally single and double storey buildings, with exception being a four storey residential apartment building to the immediate north of the Affected Area;
- There is opportunity for the appropriate setback of buildings from the boundaries of land within the Affected Area (street boundaries and boundary with adjoining property to the north) and the provision of a sufficient building envelope area capable of containing realistic new development. The setbacks from boundaries will assist with creating appropriate scale relationship with adjoining land for taller buildings on the Affected Area – see section 5.3.9 below.
- The opportunity to incorporate 3 storey development along the western section of the Affected Area with frontage to Donegal Street that provides a suitable interface with the residential uses on the opposite side the street.

- The opportunity to construct a new building up to five levels with a setback from the northern boundary that satisfies the 45 degree setback angle as sought by PO2.2 of the Community Facilities Zone and illustrated in **Figure 5.1 below**. The depth of the Affected Area allows the setback of taller building levels from the boundary with the adjoining allotment and sufficient curtilage around the Local Heritage Place and provide a feasible building envelope for future development as illustrated in **Figure 5.2 below**.
- Options for vehicle access points on each street frontage that are located a sufficient distance from the intersection of Kensington Road and Portrush Roads. These options provide flexibility for future development of the Affected Area.

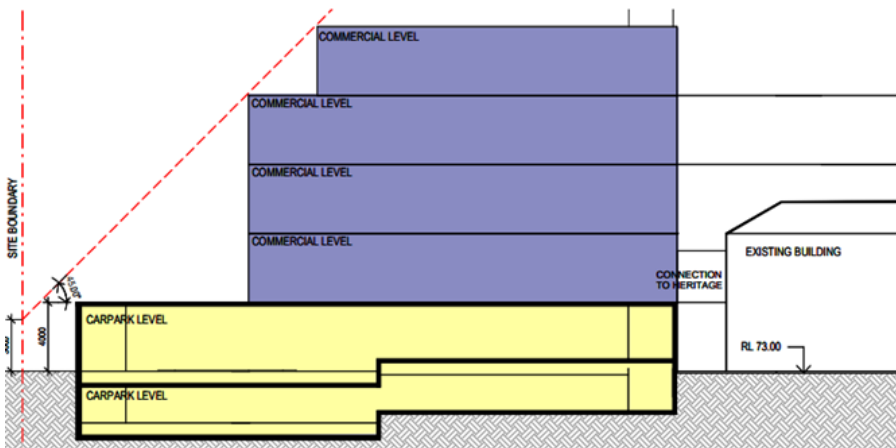


Figure 5.1 – Building Interface applying a 45 degree setback angle



Figure 5.2 – Possible future building envelopes

Policy Implications

The policy framework proposed in this Code Amendment will enable a planned approach and appropriate response to context in future development.

5.6.6. Built Heritage Analysis

DASH Architects have provided heritage advice to identify any key heritage considerations to inform the merits or otherwise for this Code Amendment. Advice has particularly been provided in respect to the existing Local Heritage Place on the Affected Area at 139 Kensington Road and in response to the request from the Minister for Planning in approving the Initiation of the Code amendment to review the heritage values of the building at 141 Kensington Road.

The heritage advice has also informed the consideration of overall development opportunities on land.

5.6.6.1. 139 Kensington Road, Norwood

This building is identified in Part 11 of the Code as a Local Heritage Place, described as, and is depicted in **Figure 5.3** below. This is only listed heritage placed within the Affected Area.



Figure 5.3 - 139 Kensington Road, Norwood: Victoria Bluestone Two-Storey Building

The heritage advice has made the following observations:

- Development along Kensington and Portrush Road has changed markedly since the construction of the Local Heritage Place c1880s. Notably, the front yard of the adjoining 141 Kensington Road has been reduced in size as a result of the expansion of the major road intersection. This has resulted in a change to the setting of the Local Heritage Place by affording it greater



prominence at this busy and prominent intersection. The historic context or setting to the heritage place, was primarily towards Kensington Road, not the intersection.

- Early aerial photographs (circa 1935) illustrate the land being used for residential purposes, evident by the type of landscaping being consistent with a residential use. Given the uses in the locality and prominence on a busy intersection, it is unlikely the building will ever revert back to residential use. This was not considered detrimental to heritage values.

DASH have considered the range of land uses and observed that the expanded range of possible uses envisaged in the proposed Community Facilities Zone could lead to the following benefits for the Local Heritage Place:

- Provide more options for differing uses for the heritage place; and
- Provide potential for economic uplift to the immediate environs of the heritage place that would in turn support greater use and investment in the asset.

DASH have considered the potential for five (5) storey buildings on the Affected Land. The DASH report notes that the changes to the heritage places' context is an important consideration in the appropriateness or otherwise of an increased scale of development on the Affected Area. The context of the Affected Area has notably changed from early evidence of generally residential context area – with the Affected Area now located along two major arterial roads that is one of the busiest intersections in the local area. It is noted that it is highly unlikely that the Local Heritage Place will ever revert back to a residential use. Based on this change, the heritage advice suggests than an uplift in the permissible scale of development appears consistent with the current context and setting. The advice notes that the Local Heritage Place and Heritage Adjacency Overlays will remain in force.

This advice has informed the preparation of the proposed building height TNV, that incorporates a setback of the potential for 5 storey buildings from the Kensington Road frontage and around the building at 139 Kensington Road to protect the curtilage and views to the Local Heritage Place.

Policy Implications

Acceptable heritage outcomes can be achieved through the proposed Code policy and application of the existing Local Heritage Places and Heritage Adjacency Overlays.

5.6.6.2. 141 Kensington Road, Norwood

As part of the approval of the Proposal to Initiate, the Minister resolved under section 73(6)f) of the PDI Act to undertake further investigations and report on the possible heritage values including an assessment against section 67(1) of the PDI Act for the single storey dwelling at 141 Kensington Road, Norwood.

This property is not heritage listed.

Section 67(1) of the PDI Act sets out the criteria for designation of a Local Heritage Place. The section states:

- (1) The Planning and Design Code may designate a place as a place of local heritage value if —
 - (a) it displays historical, economic or social themes that are of importance to the local area; or
 - (b) it represents customs or ways of life that are characteristic of the local area; or

- (c) it has played an important part in the lives of local residents; or
- (d) it displays aesthetic merit, design characteristics or construction techniques of significance to the local area; or
- (e) it is associated with a notable local personality or event; or
- (f) it is a notable landmark in the area; or
- (g) in the case of a tree (without limiting a preceding paragraph)—it is of special historical or social significance or importance within the local area.

The Heritage Assessment undertaken by DASH Architects (DASH) (refer to **Attachment H**) presents the findings of the assessment of the existing single storey dwelling at 141 Kensington Road, Norwood. The existing dwelling, as shown in **Figure 5.4** below, is described as a bungalow with also displays some Tudor influences, namely the absence of a large low feature gable and expansive tiled roof with gable.



Figure 5.4 - 141 Kensington Road, Norwood: Single Storey Former Dwelling

The Heritage Assessment has been informed by the Heritage in Transition - Practitioner Guideline published by the former Department of Planning, Transport and Infrastructure. This document provides direction on the consideration of potential places against the Local Heritage criteria, including a step-by-step approach to their assessment against the prescribed criteria.



The Heritage Assessment concludes that the building does not meet the criteria set out in section 67(1) of the PDI Act for Local Heritage listing for the following reasons:

(a) it displays historical, economic or social themes that are of importance to the local area.

The Kensington and Norwood Heritage Survey provides a sound understanding of the history and historic themes of the local area, and identified the Victorian Era of development as being of specific significance to the local area. The building post-dates this era by some 20 to 30 years, and clearly displays historic themes associated with the Interwar (or “consolidation / quite times”) period. Further, the dwelling is not better appreciated than most other places in the local area with substantially the same associations, nor is it considered an exemplar of the architectural style.

(b) it represents customs or ways of life that are characteristic of the local area.

Residential development between 1920 and 1930 (Interwar) is representative of the consolidation / quite times period, rather than the important Victoria era (1860-1900) that the Heritage Survey identified as being of specific cultural significance to the local area.

While not as common as residential development of the Victorian period, Interwar residential development is similarly not uncommon, with the dwelling at 137 Kensington Road (similarly rejected for Local Heritage Listing) being another nearby example. Accordingly, the Subject Dwelling is not “one of a small number of places remaining” representative of this era of development.

(c) it has played an important part in the lives of local residents

This criterion is not applicable as the building historically served no community function.

(d) it displays aesthetic merit, design characteristics or construction techniques of significance to the local area.

Criterion (d) is regularly misinterpreted as relating to any place that displays historic character. This approach is not correct, as established by the Guideline step-by-step process, which notes:

- These places will often immediately come to mind when the locality is mentioned as being ‘typical’ of the area;
- Places must be beyond the ordinary, and received critical recognition; and
- Places would not normally be considered under this criterion if they were simply regarded as being pleasant or somewhat attractive.

This aligns with the criterion itself that requires any aesthetic merit or design characteristics to be of specific “importance to the local area”.

The building can be reasonably described as an attractive Bungalow representative of the type of residential development undertaken in the local area during the ‘consolidation / quiet time’ period of Kensington’s development between 1920 and 1930. As clearly established in the Heritage Survey, the period of development that often immediately comes to mind when the locality is mentioned as being ‘typical’ of the area is development from the Victorian era:



[Kensington and Norwood] is physically representative of early Victorian Adelaide, accommodating one of Adelaide's best concentrations and broadest cross-sections of Early, Mid and Late-Victorian buildings. While its present character also incorporates an overlay of later styles, the predominant physical character today is based firmly on its initial development from 1839-60 and its subsequent consolidation from 1860 to 1900

The building is not specifically 'typical' of the Bungalow style, missing the characteristic low broad gable (while there is a low gable to the eastern façade this is a secondary feature rather than a primary one) that formed primary feature of the style. Rather, the Subject Dwelling has some style characteristics of Tudor (that stylistically followed the 'bungalow period').

The building has not been subject to a specific critical acclaim, but rather can be best described as "attractive", which as noted is no basis in itself for Local Heritage listing.

(e) it is associated with a notable local personality or event

There is no evidence that the building is associated with any notable local personality or event. It is simply an interwar residential dwelling.

(f) it is a notable landmark in the area

While the building is located on a prominent intersection, it cannot reasonably be considered to have landmark qualities as to satisfy this criterion. The dwelling has not played a significant part in the local history of the area, nor is it a reference point for the whole community, or significant part of.

Further, the steady expansion of the intersection within which the building is set has eroded any views or aspects to and from the dwelling. The intersection itself is now the dominant feature of this immediate locality.

Policy Implications

The single storey dwelling at 141 Kensington Road, Norwood does not exhibit the heritage values required to satisfy section 67(1).

5.6.7. Regulated and Significant Tree Analysis

Arborman Tree Solutions has previously undertaken a Preliminary Tree Assessment (see Attachment I) of all the trees within the site that are Regulated or Significant Trees under the Development Act 1993

A total of four trees (Trees 1 - 4) were identified as meeting the Regulated and Significant Tree criteria. One as a Significant Tree, and the three as Regulated Trees under the Development Act 1993.

Tree 1 does not warrant development constraint, alternative designs or tree-friendly construction methodologies due to its average condition.

Trees 2 - 4 have been identified as a moderate retention rating and could be considered for retention within a future development. Removed may be approved if it can be demonstrated that are restricting a reasonable and expected development and alteration design solutions are not available to retain them

A summary of the four (4) trees and their location on the site is identified below.



Ref:	Species	Regulated or Significant	Tree Retention Rating (Low – Moderate – High)
1	Citharexylum Spinosum (Fiddlewood)	Regulated	Low (minor dieback throughout the crown and an unstable union in the primary structure)
2	Melia Azedarach (White Cedar)	Significant	Moderate (poorly formed unions within the primary structure)
3	Phoenix Canariensis (canary Island Date Palm)	Regulated	Moderate (there are extensive dead fronds which should be removed for safety)
4	Washingtonia Filifera (Petticoat Palm)	Regulated	Moderate (there are extensive dead fronds which should be removed for safety)

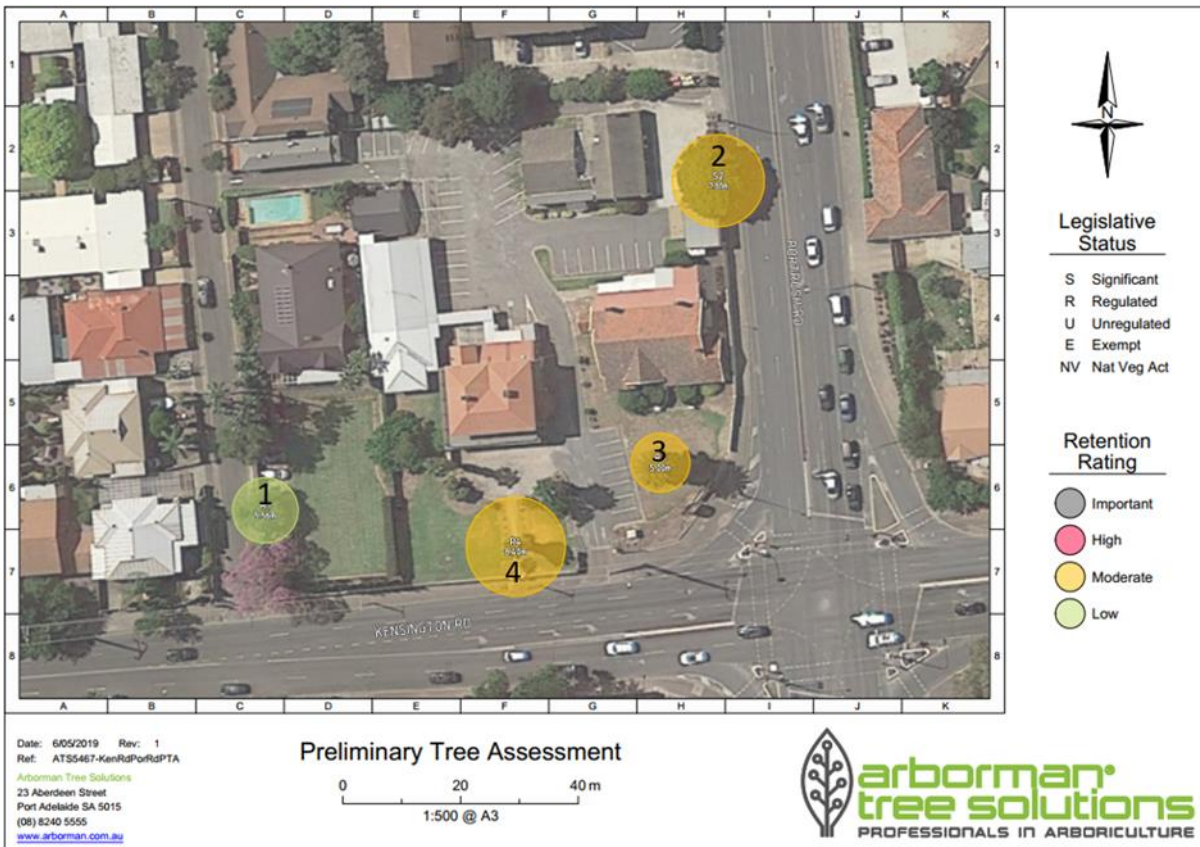


Figure 5.5 – Location of Regulated and Significant Trees on Affected Area

For the trees identified with a moderate retention rating:



- Tree 2 is located near the Kensington Road boundary. A future development may incorporate a setback along this frontage to enable retention of the tree that would be considered as part of the overall assessment of a development proposal.
- Tree 3 is located near the south-western corner of the Affected Area and is outside of the likely building envelope identified in Section 4.2.5.
- Tree 4 is located directly in front of the Local Heritage Place where it could reasonably be expected would be maintained as open space to retain the views to the heritage place from the street.

Policy Implications

The Code Amendment retains existing protections for consideration of Regulated and Significant Trees for future development on the Affected Land.

5.6.8. Infrastructure and Utility Services analysis

Greenhill Engineers (refer to **Attachment J**) have undertaken an assessment of the preliminary servicing requirements for the Affected Area. The site is well served by existing potable water, sewer, electricity, roads and telecommunications infrastructure and is considered capable of future development as envisaged by the proposed Community Facilities Zone.

Policy Implications

The existing Code Policies along with separate approvals from utility service provided at the point of a development application are sufficient to ensure appropriate infrastructure and servicing for future development.

5.6.9. Stormwater and flooding analysis

Greenhill Engineers (refer to **Attachment J**) have undertaken an assessment of stormwater management and potential flooding.

The findings are detailed in Section 5.5.

Greenhill Advice is that future development which increases hard paved surface will likely need to incorporate stormwater detention storage measures to restrict post-development flows from the site to less than pre-development flow rates and that a finished floor level of 300mm above estimated flood level will be required for the section of the Affected Area that may be subject to flooding.

Existing Code Policies in the Stormwater Management Overlay, Hazards (Flooding – General) Overlay, Hazards (Flooding) and General Development Policies section of the Code will ensure a robust assessment of any future development proposals.

Policy Implications

The Code Amendment retains existing protections for consideration of stormwater and flooding for future development on the Affected Land.



5.6.10. Interface Management Analysis

The intent of the Code Amendment is to facilitate an integrated mixed use medical and allied health hub with potential for residential development where it transitions and complements the adjoining residential development.

In approving the Proposal to Initiate, the Minister noted that the State Planning commission, under Section 73(6)(f) of the PDI Act, resolved to specify the following further investigation to inform the preparation of this Code Amendment:

“Consider the interface between the Affected Area and the residential properties to the west and whether a more nuanced approach to building heights via Technical and Numeric Variations (TNVs) may be appropriate in managing any potential interface issues”.

Contextual Analysis

The road network surrounding the Affected Area is a dominant visual and spatial element comprising the two arterial roads of Kensington Road and Portrush Road which contain two lanes of traffic in each direction, with the intersection between the two roads a dominating feature in the area. The Affected Area is also bordered by Donegal Street to the west with separates land within the Affected Area from dwellings on the western side of Donegal Street.

The context surrounding the Affected Area is described as follows:

- Buildings are generally one or two storey height with a mix of building types, architectural styles, siting and setbacks.
- To the west of the Affected Area, the dwellings along Donegal Street are a mix of single storey residential properties. Most properties present to the street with high front or side boundary fencing and driveways for vehicle access.
- To the north of the Affected Area along Donegal Street, are generally two storey residential dwellings with small front boundary setbacks.
- To the immediate north of the Affected Area, is a four storey residential flat building. The building has the appearance similar to a five storey height due to its sloped roof form. The building is separated from the boundary of the Affected Area for most of its length by a driveway and vehicle parking.
- To the east and south of the Affected Area on the opposite side of Portrush and Kensington Roads are single and two storey buildings.

The below photos illustrate key features of the locality.

	<p>View of single storey buildings – opposite Affected Area</p>
	<p>View of Burnside Hospital – south-west of Affected Area.</p>

Figure 5.6 – Locality Photos: Kensington Road, southern side opposite Affected Area

	<p>View from opposite side of Kensington Road looking north down Donegal Street.</p>
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Two-storey residential properties on western corner of Donegal Street/Kensington Road intersection



Single storey dwellings on opposite side of Donegal Street to Affected Area.



Garaging single storey dwellings on opposite side of Donegal Street, slightly to the north of the Affected Area.



Two storey dwellings, eastern side of Donegal Street, to the north of the Affected Area.

Figure 5.6 – Locality Photos: Donegal Street



View showing relationship of adjacent four storey residential flat building to northern boundary of Affected Area



Four storey residential flat building (has appearance of equivalent to five storeys) to the north of the Affected Area

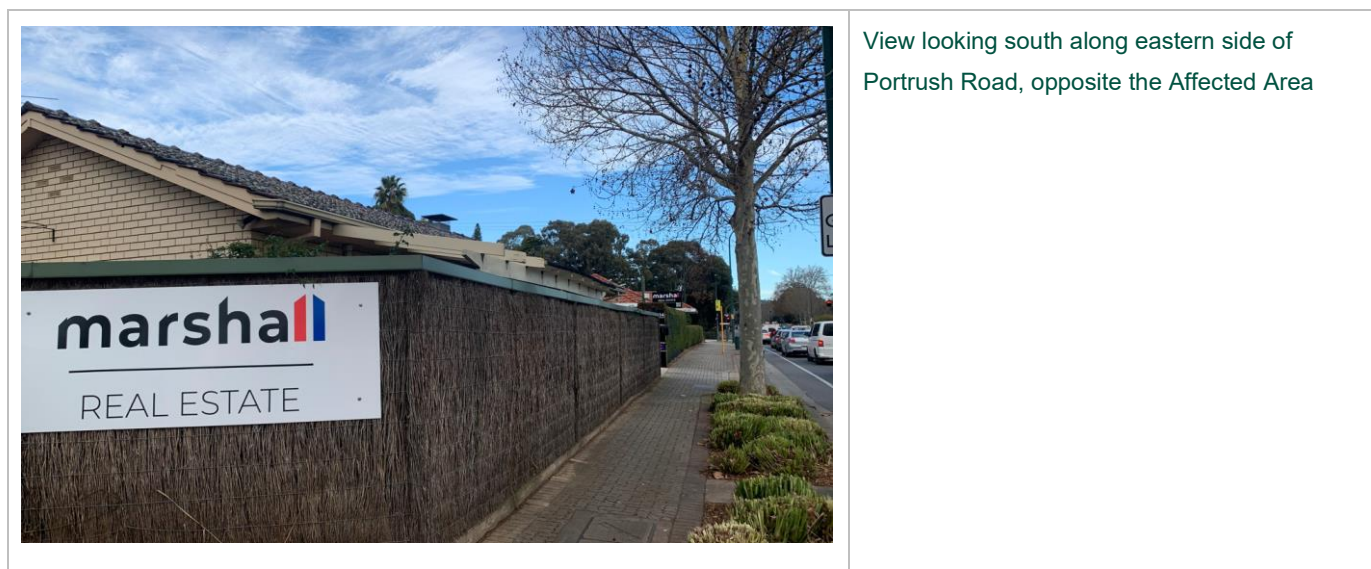


View looking south-west towards the Affected Area from Portrush Road. Robin Hood Hotel in foreground.

Figure 5.6 – Locality Photos: Portrush Road, western side to the north of the Affected Area



View looking north along Portrush Road showing eastern side opposite the Affected Area



View looking south along eastern side of Portrush Road, opposite the Affected Area

Figure 5.6 – Locality Photos: Portrush Road, east side opposite the Affected Area

The key interface matters for consideration relate to impacts arising from new and additional buildings including scale and micro-climatic impacts, potential noise emissions and air emissions. Potential interface considerations relating to traffic generation have been considered separately in section 5.6.11.

Given the separation of land within the Affected Area from properties to the south and east by the >20 metre wide main road corridors (Kensington Road and Portrush Road), it is unlikely there would be any unreasonable interface impacts arising from development on the Affected Area that is in accordance with the proposed zoning.

The key interface relationships to be considered are to the west (on the opposite side of Donegal Street) and to the immediate north of the Affected Area.

Interface to the west, along Donegal Street

Land within the Affected Area is separated from properties to the west by Donegal Street. Donegal Street has a width (measured from property boundary to property boundary) of approximately 9.0 metres.

As identified in Section 4.3.4 above, site analysis has recommended buildings up to, and including, three levels along the western edge of the Affected Area to provide a transition to the adjacent Established Neighbourhood Zone. To facilitate this outcome, the identification of a maximum building height of 3 storeys along this section of the Affected Area via TNV is recommended for inclusion in the Code Amendment as illustrated in **Figure 5.7** below.



Figure 5.7 – Proposed Building Height (Levels) and Building Height (Metres) TNV

Interface to the north

Land within the Affected Area abuts existing residential properties to the north. Given the siting of the Affected Area to the south of the adjoining land, any future development would not create any overshadowing impacts on the adjacent land. The key built-form interface considerations relate to scale of development on the Affected Area. As identified in Section 5.6.5, taking a conservative approach and applying the 45 degree setback angle, the Affected Area is of sufficient size and dimensions to enable the setting back of upper levels of a new building and the development of a building of feasible size and dimensions. This provides flexibility and surety that a development option can reasonably be achieved on the Affected Area.

Other relevant interface polices:

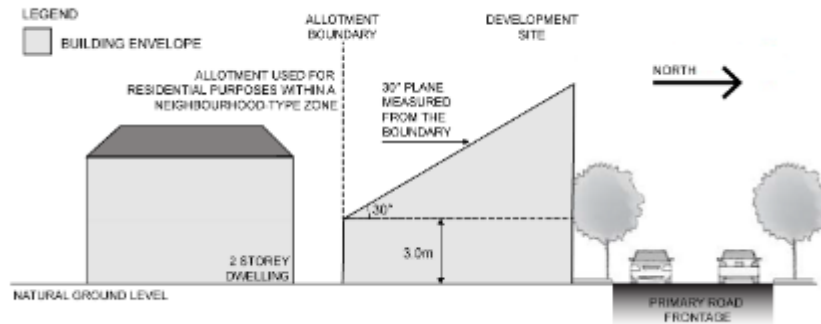
The selection of the Community Facilities Zone with Neighbourhood Subzone also includes the following polices that would be relevant to the assessment of interface considerations for a development application:

Community Facilities Zone

PO2.1 Building height is consistent with the maximum height expressed in any relevant Maximum Building Height (Levels) Technical and Numeric Variation layer and the Maximum Building Height (Metres) Technical and Numeric Variation layer or is generally consistent with the prevailing character of the locality and height of nearby buildings

PO2.3 Buildings mitigate the overshadowing of residential development within a neighbourhood-type zone.

DTS/DPF2.3: Buildings on sites with a southern boundary adjoining an allotment boundary used for residential purposes within a neighbourhood-type zone are constructed within a building envelope provided by a 30 degree plane grading north measured from a height of 3m above natural ground level at the southern boundary, as shown in the following diagram (except where this boundary is a street boundary):



PO2.4 Buildings are set back from all boundaries (other than street boundaries) to minimise impacts on neighbouring residential properties, including access to natural light and ventilation

PO2.5 Buildings on an allotment fronting a road that is not a State Maintained Road, and where land on the opposite side of the road is within a neighbourhood-type zone, provides an orderly transition to the built form scale envisaged in the adjacent zone to complement the streetscape character.

Neighbourhood Subzone:

PO2.1 Buildings designed, sited and of a scale and appearance that complements the character and amenity of adjoining residential areas and buildings of heritage significance.

PO 2.3: Residential development constructed adjacent to a residential allotment in a neighbourhood-type zone:

- (a) is of a bulk, height and floor space and provides a site frontage that complements the character and amenity of the locality
- (b) provides space around buildings to maintain and enhance the predominant character of the locality and provide opportunities for landscaping.

PO 3.1 Residential buildings of up to 3 storeys in height sufficiently set back from an existing dwelling in the zone, subzone or an adjoining zone to avoid detrimental impact on those dwellings due to the height, scale or bulk of the development.

In addition, the Code contains a number of existing policies in the General Development Policies module to ensure that new development does not unreasonably impact on existing adjoining land uses including:

- GDP Module: Design in Urban Areas:
 - DO1 Desired Outcome
 - PO1.4 & 1.5 External Appearance
 - PO10.1 & 10.3 Overlooking and Visual Privacy (low rise buildings)
 - PO16.1 Overlooking (medium and high rise)

- GDP Module: Interface between Land Uses:
 - PO1.1 & 1.2 General Land Use Compatibility;
 - PO2.1 Hours of Operation;
 - PO3.1, 3.2, 3.3 & 3.4 Overshadowing;
 - PO4.1 Activities Generating Noise or Vibration;
 - PO5.1 Air Quality;
 - PO6.1 Light Spill;
 - PO7.1 Solar Reflectivity/Glare;

Policy Implications

The Code Amendment includes sufficient policies to ensure a robust assessment of interface impacts on adjoining residential development in the adjoining Neighbourhood-type Zone.

5.6.11. Transport and Access Analysis

Stantec was engaged to undertake transport investigations to inform this Code Amendment (refer to Attachment F). Findings of the investigations are summarised in Table 4.1 below.

Table 4.1 Summary of transport investigations

Area of Investigation	Summary of Investigation Findings
Road Network	<p>Kensington Road is an arterial road under the care and control of DIT that is designated as an Urban Transport Route in the Code, which indicates it is a secondary arterial road. Kensington Road has a 60km/hr speed limit and carries approximately 21,100 vehicles per day and carries 2% commercial vehicles.</p> <p>Portrush Road is an arterial road under the care and control of DIT that is designated as a Major Urban Transport Route in the Code, which is indicates is primary arterial road. Portrush Road has a 60km/hr speed limit and carries approximately 38,200 vehicles per day with 8% commercial vehicles. It is a B-Double route as part of the heavy vehicle outer ring route around the eastern side of the Adelaide CBD.</p> <p>Donegal Street is a local road managed by Council. It is a no-through road with a carriageway of approximately 6.0metres with footpaths provided on each site. Donegal Street carries approximately 240 vehicles per day based on peak hour traffic counts by undertaken by Stantec in March 2022.</p>



Traffic Operation	<p>Investigations have been informed by traffic movement counts undertaken on 3 March 2022 during the AM and PM peak periods and from traffic volume surveys sourced from the Department for Infrastructure and Transport in 2023.</p> <p>Operation of the Kensington and Portrush Road intersection was assessed using a computer based modelling package (SIDRA INTERSECTION) which indicates a high level of spare capacity and relative intersection efficiency. The SIDRA analysis reflected observations made on-site.</p> <p>Observations onsite included:</p> <ul style="list-style-type: none"> • Traffic flows on Kensington Road were highly platooned (or bunched) with long duration of gaps between platoons. There was noticeably little traffic between these platoons. • There was significant queueing on Kensington Road during the PM peak period in particular due to high eastbound flows stopped at the traffic signalised intersection with Portrush Road. • Courtesy gaps were provided by drivers on Kensington Road for traffic entering and exiting Donegal Street generally. • Very little traffic used Donegal Street.
Crash History	<p>The review of crash data has found crashes have occurred on Kensington Road and Portrush Road in both mid-block and intersection locations, and none on Donegal Street. One right angle collision occurred at the Donegal Street and Kensington Road intersection resulting property damage only.</p> <p>There is no specific pattern or volume of crashes on this section of Kensington Road which suggests a specific problem.</p>
Walking and Cycling	<p>Pedestrian footpaths are located on both side of both Kensington and Portrush Roads with signalised crossings provided at the intersection of these two roads. Bicycle lanes are also provided on each side of Portrush Road.</p>
Public Transport	<p>Multiple frequent public transport services operate close to the Affected Area. Existing bus services provide north-south and east-west connectivity to the Affected Area. Bus stops are located 150 metres west on Kensington Road, and just north on Portrush Road.</p> <p>Bus services along Kensington Road operate at 15 minute frequency on weekdays and at 30 minute intervals along Portrush Road on weekdays.</p>

Future Road Widening

The South Australian Property and Planning Atlas indicates a Metropolitan Adelaide Road Widening Plan (MARWP) requirement for this affected area based on Department for Infrastructure and Transport MARWP updates.

The requirement is based on the Type C layout which essentially requires 4.5 metres width for up to 200 metres from the Portrush Road and Kensington Road intersection.

Some additional widening may be required closer to the intersection as shown in the Additional Area diagram, but some of this may already have been provided historically based on the existing boundary of the affected area.



Stantec have reviewed the proposed Code Policy and anticipated uses for future development in the Affected Area including potential medium density residential (11 dwellings) and medical consulting and office uses (7000sqm GLFA). Stantec anticipated a new access point on Kensington Road and use of existing access points on Portrush Road and Donegal Street, with car parking also provided on site.

Stantec's analysis has found:

- Traffic surveys have identified spare capacity within the adjoining road network to accommodate additional traffic movements generated by the anticipated uses;
- Vehicle access into the Affected Area will be suitable given the straight alignments of the fronting roads, with no impediments to site distance for the safe operation of unsignalised intersections.
- The anticipated traffic volumes generated will cause an insignificant increase in traffic on Portrush and Kensington Road of less than 2% per day, which will not be noticeable within the existing peak hour and daily traffic volumes.



- Traffic volumes on Donegal Street may increase to approximately 500 vehicles per day, which would remain well below the general residential amenity traffic volume benchmark of 2,000 vehicles per day.

As part of early consultation at the Proposal to Initiate stage, Norwood Payneham & St Peters Council commented on traffic impacts to be considered as part of the preparation of the Code Amendment. In particular, a recommendation was made that access via Donegal Street be avoided as part of any future development, as this is a small local “dead-end” street with limited capacity.

As per the analysis undertaken by Stantec (summarised above), it is anticipated that development of the site could occur using multiple access points, including using Donegal Street. In this circumstance it could be expected that traffic volumes would remain well under a general residential amenity traffic volume benchmark. In addition, it is noted that the following existing provisions of the Code would apply to an assessment of a development application that would enable the relevant authority to ensure adequate consideration of the use of Donegal Street:

General Development Policies – Transport, Access and Parking

- PO 1.2 Development is designed to discourage commercial and industrial vehicle movements through residential streets and adjacent other sensitive receivers.
- PO 3.1 Safe and convenient access minimises impact or interruption on the operation of public roads.
- PO 3.4 Access points are sited and designed to minimise any adverse impacts on neighbouring properties.

General Development Policies – Interface Between Land Uses

- PO1.2 Development adjacent to a site containing a sensitive receiver (or lawfully approved sensitive receiver) or zone primarily intended to accommodate sensitive receivers is designed to minimise adverse impacts.

Policy Implications

Based on the above investigations, it has been found that the proposed Code policies (including the proposed Community Facilities Zone with Neighbourhood Subzone, current Overlays and current General Development Policies) are sufficient to allow an adequate assessment of traffic and parking matters for a future development proposal on the Affected Area



6. REFERENCES

Legislation and Guidelines

- State Planning Commission, Practice Direction 2, Preparation and Amendment of Designated Instruments – Version 5 (3 June 2022)
- State Planning Commission, Community Engagement Charter, April 2018
- Environment Protection Authority, March 2019, Evaluation distances for effective air quality and noise management

Strategic Documents

- City of Burnside, Burnside 2030 Strategic Community Plan
- City of Norwood, Payneham and St Peters – City Plan 2030: Shaping Our Future – Mid Term Review, December 2020
- City of Norwood, Payneham and St Peters – Economic Development Strategy 2021-2026
- City of Norwood, Payneham and St Peters – Built Heritage Strategy, 2022-2027
- State Planning Commission, 2019, State Planning Policies
- State Planning Commission, 2019, People and Neighbourhoods Policy Discussion Paper;
- Government of South Australia, Land Supply Report for Greater Adelaide: Background and Context, June 2021
- Government of South Australia, Attorney-General's Department – Land Supply Report for Greater Adelaide: Part 3, Employment Land, June 2021
- Government of South Australia, Department of Planning, Transport and Infrastructure, 30 Year Plan for Greater Adelaide – 2017 Update
- Government of South Australia, Department for Trade and Investment, Guide to the Planning and Design Code, June 2022
- Government of South Australia, Department for Planning, Transport and Infrastructure, Heritage in Transition – Practitioner Guide, August 2019.

Technical Reports

- Arborman Tree Solutions, Preliminary Tree Assessment, 2019
- Brown Falconer, High Level Site Context and Massing Opportunities Study, 2022
- DASH Architects, Code Amendment Heritage Impact Report, 137-141 Kensington Road, Norwood, June 2022
- DASH Architects, 141 Kensington Road, Local Heritage Review, August 2023
- Greenhill Engineers Pty Ltd, Preliminary Engineering Services, August 2023



- Stantec, Transport Impact Assessment, 2022

Agency Responses

- Search results from the central archive of Aboriginal Affairs and Reconciliation (AAR) which includes the Register of Aboriginal Sites and Objects (the Register) for entries for Aboriginal sites within the Affected Area. (letter received from Aboriginal Affairs and Reconciliation, dated 20 July 2023)

Other

- Mark Butcher Architects, Heritage Survey Sheet – 139 Kensington Road, Norwood, February 1994
- Mark Butcher Architects, Heritage Survey Sheet – 141 Kensington Road, Norwood, February 1994





ATTACHMENT A
Map of Affected Area





ATTACHMENT B
Existing and Proposed
Policy Overview



A large, white, stylized graphic element on the left side of the page, consisting of several curved and straight lines that form a shape reminiscent of a stylized 'E' or a series of connected arcs.

ATTACHMENT C
Existing and Proposed
Mapping – Zones, Overlays
& TNVs



ATTACHMENT D
Strategic Planning
Outcomes





ATTACHMENT E
**Investigations – Aboriginal
Heritage Sites and Objects**



A large, white, stylized graphic element consisting of several connected shapes: a semi-circle on the left, a horizontal line extending to the right, a vertical line, a trapezoid, and another semi-circle on the far left, all forming a continuous path.

ATTACHMENT F
Investigations - Context &
Massing Opportunity
Study

A large, decorative white line graphic is positioned on the left side of the page. It starts with a semi-circle at the top, followed by a horizontal line, then a curve that dips down, and finally a series of vertical and diagonal lines forming a stylized 'N' shape.

ATTACHMENT G
Investigations – Heritage
Impact Assessment

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ATTACHMENT H
Investigations – Heritage
Review – 141 Kensington
Road

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ATTACHMENT I
Investigations –
Preliminary Tree
Assessment



ATTACHMENT J
Investigations Preliminary
Infrastructure Services



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ATTACHMENT K
Investigations – Traffic
Impact Assessment



11.2 GREATER ADELAIDE REGIONAL PLAN DISCUSSION PAPER SUBMISSION

REPORT AUTHOR: Senior Urban Planner
GENERAL MANAGER: General Manager, Urban Planning & Environment
CONTACT NUMBER: 8366 4561
FILE REFERENCE: qA82455
ATTACHMENTS: A - D

PURPOSE OF REPORT

The purpose of this report is to present for the Council's endorsement, a draft submission in response to the State Planning Commission's Greater Adelaide Regional Plan Discussion Paper. A draft submission has been prepared and is contained in **Attachment A**.

BACKGROUND

The State Planning Commission has invited public comment on the *Greater Adelaide Regional Plan Discussion Paper* ("the Discussion Paper") (refer to **Attachment D**) as part of the engagement associated with a 5-yearly review of the Regional Plan - the *30-Year-Plan for Greater Adelaide* – that was last updated in 2017.

The Discussion Paper was released on 14 August 2023, as advised to Elected Members via the weekly Communique.

The due date for submissions is 6 November 2023, however, the Council has been provided with an extension to 7 November 2023, to enable consideration of the submission by the Council at its November meeting.

A briefing for Elected Members on the Discussion Paper was held on 25 September 2023, as well as public consultation events organised and conducted by the State Planning Commission.

The Discussion Paper is intended to act as a 'conversation starter', canvassing issues and options, with further consultation on a draft Revised Regional Plan for Greater Adelaide anticipated to be released in 2024.

The City of Norwood Payneham & St Peters is one of 15 Local Government Areas in the Greater Adelaide Region.

The Discussion Paper outlines areas of focus for developing a vision for Adelaide through to 2050.

Pursuant to the *Planning, Development and Infrastructure Act 2016* (PDI Act), Regional Plans:

- are prepared by the State Planning Commission;
- undergo formal public consultation in accordance with the Community Engagement Charter;
- must be approved by the Minister for Planning;
- define the South Australian Government's long-term vision for growth, integration of land use, transport and the public realm and the application of State Planning Policies in the region;
- may include recommendations about the application of the Planning and Design Code in the region, and define actions like amendments to the Planning and Design Code;
- may also recommend specific amendments to the Code, with an option for the Minister to make or initiate a change to the Code involving a boundary change to a zone or subzone and/or the application of an overlay, on approval of a regional plan without further process (Section 75 of the PDI Act).

The Discussion Paper is the first output of a review that has been anticipated for some time and is overdue. The present *30-Year Plan for Greater Adelaide* continues as an interim arrangement until replaced by a revised version which anticipated in late 2024.

The Discussion Paper responds to a need for preliminary consultation as part of a staged engagement and investigative process and is accompanied by recent population projections and land supply analysis.

It is important that the Regional Plan addresses a range of sustainability, liveability and affordability issues canvassed at high level in the Discussion Paper, as well as likely population and jobs growth. The Discussion Paper delineates potential infill and greenfield growth areas for further investigation and includes discussion prompts such as ‘*Where Adelaide Should Grow?*’

The suggested **investigation areas** include parts of the City of Norwood Payneham & St Peters. These are areas to be considered for urban growth, where gaps in the evidence base will need to be filled to adequately inform the Regional Plan which will be prepared in 2024. These include corridor investigation areas along Payneham, Magill and Kensington Roads and a Strategic Infill investigation area in the Stepney Triangle.

The Stepney strategic infill area is proposed for the area which has been identified by the Council for further investigation as a Stepney food and beverage manufacturing precinct, as part of an economic development initiative. (The Discussion Paper does not include the Glynde food and beverage manufacturing precinct in any infill growth investigation area).

As endorsed by the Council at its meeting held on 3 July 2023, the Council's strategic review of Glynde and Stepney will, amongst other things seek to:

“g) *identify threats and challenges to existing and future land use in Glynde and the Stepney Triangle to determine if there is a need for Council to prepare a Code Amendment to provide certainty to existing and potential food and beverage manufacturers regarding long-term planning and investment in the sector...*”

On 1 September 2023, Mayor Bria on behalf of the Council, wrote to the Chair of the State Planning Commission seeking the Commission's early response on the Glynde and Stepney Food and Beverage Manufacturing Precinct concept. A copy of letter is contained in **Attachment B**. A reply has been received and is included as **Attachment C**.

In summary, the main points of the Commission's response to the Council's letter are as follows:

- On face value, the *Employment Zone*, the existing zoning of the Glynde and Stepney employment land precincts, appears to be the appropriate zone to support food and beverage manufacturing and would provide a high degree of certainty to current and future businesses.
- It is difficult to comment on any threats and challenges to food and manufacturing in Glynde and Stepney, before the investigations proposed by the Council have been undertaken.
- It would be useful to understand any matters that may have arisen in relation to the planning system to warrant the Council resolution to undertake this investigation, such as examples of proponents having difficulty obtaining planning consent for food and beverage manufacturing and an analysis of these policy barriers; and examples of current food and beverage operations being jeopardised by recent developments approved under the *Planning & Design Code* Employment Zone policies.
- It should also be considered whether industries of this nature have the potential to co-exist, be complimentary to, or mutually support a range of other uses in the future.

Accompanying the Discussion Paper is an updated Land Supply Analysis and population projections. The consultation process associated with the Discussion Paper, provides an opportunity to provide comments on where further investigations should be focussed to ground-truth constraints and opportunities that will shape the delivery of long-term housing and employment land supply, and the final Regional Plan.

RELEVANT STRATEGIC DIRECTIONS & POLICIES

The Regional Plan has the potential to affect many of the Council's Strategic Directions and Policies. The Discussion Paper provides an early opportunity to seek alignment with the goals of the Council.

FINANCIAL AND BUDGET IMPLICATIONS

Preparation of a draft response to the Discussion Paper has been undertaken with existing resources.

EXTERNAL ECONOMIC IMPLICATIONS

As the State Government's blueprint for planning and development, the Regional Plan will have a range of implications for economic development within the City of Norwood Payneham & St Peters.

SOCIAL ISSUES

The Regional Plan has the potential to shape the City's social profile and delivery of community infrastructure associated with future development.

CULTURAL ISSUES

The Regional Plan has the potential to influence the extent to which the cultural heritage is protected and enhanced in the built environment and landscape.

ENVIRONMENTAL ISSUES

The Regional Plan has the potential to influence the effectiveness of environmental management and protection, including in relation to green cover, water resources, air quality, noise, and impact of climate change.

RESOURCE ISSUES

While the *Planning, Development and Infrastructure Act 2016* (the PDI Act) does not directly oblige the Council to carry out investigations or other responsibilities relating to a review of the Regional Plan or its implementation, there are expectations at community and State Government level, that the Council is actively engaged and works cooperatively to align strategic outcomes. This collaboration can be done using existing staff and allocated resources.

RISK MANAGEMENT

The review of the Regional Plan involves a suite of risks and opportunities that are important to monitor and respond to as an advocate for the community. The preparation of an effective submission on the Discussion Paper is a key part of this.

There is a significant reputational risk in not responding or by responding inappropriately, given that the Regional Plan has the capacity to drive significant change to the urban environment and conditions experienced by the community and visitors. There is also corporate risk if the emerging regional planning policy framework does not match the Council's objectives to the greatest extent possible. There are also strategic risks, for example, if long term objectives relating to economic development and the Stepney Triangle are undermined by the Regional Plan.

The attached draft submission, together with ongoing dialogue with the State Planning Commission, should assist in mitigating these risks.

CONSULTATION

- **Elected Members**
An Elected Members Information Briefing, attended by representatives of the State Planning Commission, was presented on 25 September 2023.
- **Community**
The State Planning Commission is responsible for ensuring adequate levels of community engagement on the Discussion Paper and the draft Regional Plan.

- **Staff**
General Manager, Urban Planning & Environment
General Manager, Infrastructure & Major Projects
Manager, Urban Planning & Sustainability
Manager, Economic Development & Strategy
Manager, Traffic & Integrated Transport
- **Other Agencies**
Planning & Land Use Services, Attorney General's Department

DISCUSSION

Regional Planning Process

The *PDI Act* sets out the process for preparing and updating Regional Plans.

Investigations for the review of the *Greater Adelaide Regional Plan* proceeded with very little involvement of Local Government, but this has been followed by a period where local input and knowledge is being sought, in addition to the formal public consultation process.

Released with the Discussion Paper was a significant land supply analysis, updating a 2022 report to the Commission. This includes more detailed analysis of the potential for small-scale urban infill under the present Planning & Design Code and which suggest significantly lower potential yields than estimated in 2022.

The review follows a period in which several factors including Federal Government stimulus measures have boosted the rate of recent greenfield residential development. A crisis in housing affordability (and associated with this, the inflated cost of undertaking and servicing development) and community concern about heritage (historic areas) and character protection, are among the other key contextual factors potentially shaping the review of the Regional Plan.

The review has yet to apply the spatial precision or promote the kind of collaboration that occurred in an earlier strategic planning process which focussed on the rezoning of Inner-Rim areas near the CBD, such as parts of Kent Town, for more intense infill development. A strategic investigation of a new set of infill sites has been identified but there is limited information about the terms of reference or scope. It is understood the terms of reference will be refined by the Commission by December 2023. The Commission's Discussion Paper invites public comment on where the next strategic infill sites may be, while simultaneously seeking feedback on ideas for growing outward along major roads in rural or peri-urban areas beyond current urban boundaries (ie. on the outskirts of Murray Bridge etc).

The Discussion Paper contains maps showing parts of the City of Norwood Payneham & St Peters to be investigated further as growth investigation areas, more particularly:

- Strategic Infill Growth Investigation Areas (in Stepney)
- Neighbourhood and Centre Regeneration Growth Investigation Areas (largely parts of Marden, Payneham, Felixstow and Firlie which are currently zoned Housing Diversity Neighbourhood)
- Urban Corridor Growth Investigation Areas (along Payneham, Magill and Kensington Roads).

The Commission is seeking input into the scope of these investigations including in terms of the final extent of areas to be investigated.

The Regional Plan will guide amendments to the *Planning & Design Code*, including Code Amendments initiated by private proponents.

In 2021, the Greater Adelaide Regional Organisation of Councils (GAROC), through the Local Government Association of South Australia, prepared an Issues Paper outlining a range of planning issues and desired outcomes for the new regional plan. It called for a future regional plan to have a stronger policy basis for issues such as:

- addressing climate change and related issues;
- urban green cover and tree canopy;
- community health and wellbeing;
- good urban design, particularly for urban infill;
- improved outcomes in Urban Corridor Zones;
- clearer role of Representative Buildings and improved policies in Historic and Character Area Overlays;
- stronger recognition of Indigenous heritage;
- policies addressing housing availability and affordability;
- better integration of planning and infrastructure; and
- a more strategic approach to Employment Zones.

These points are still valid and are reiterated in the attached draft Council submission.

Overview of the Discussion Paper

Key themes of the Discussion Paper are:

- housing choice and affordability;
- securing the future in terms of sustainability, liveability and prosperity;
- where and how to accommodate population growth beyond the 15 years supply considered currently available.

The Discussion Paper is divided into two main parts, titled:

1. *How should Greater Adelaide grow?*
2. *Where should Greater Adelaide grow?*

The Discussion Paper also includes other very high-level questions to help frame comments.

The Commission has proposed the following four (4) outcomes to guide discussion about the growth of Greater Adelaide:

- a greener, wilder and climate resilient environment;
- a more equitable and socially-cohesive place;
- a strong economy built on a smarter, cleaner, regenerative future;
- a greater choice of housing in the right places.

Having regard to the Council's strategic directions and interests, the following statements and ideas contained in the Discussion Paper are of particular note:

'We can do infill better.' (p 10)

Reference to a "more targeted approach to infill development to preserve neighbourhoods of major historic or cultural significance". (p 62)

"Traditional industries will still require dedicated land separated from other uses and near freight routes. But growth in cleaner and quieter industries is expected to increase demand for inner suburban employment lands too." (p68)

"Protect and capitalise in employment land in the Inner Metro...for future knowledge-based industries and innovation precincts." (p 71)

“Plan for a high growth scenario and stage the release of land to meet forecast demand” (p 79), along with other statements backing a plan for accommodating 670,000 people in the region by 2051.

“Many of Adelaide’s most sought-after suburbs (eg. Glenelg, Parkside, Gawler, Norwood and North Adelaide) already embody the Living Locally concept. Research across Australia shows people prefer neighbourhoods with good access to high quality local transport and within easy reach of family, work, shops and amenities.” (p 87)

“(N)ew housing forms and future living models will need to meet community expectations and preserve valuable heritage and character areas”. (p 143)

“Locations for inner-suburban employment precincts are often identified for rezoning to residential uses. This highlights the need to balance new city-fringe housing with future employment needs.” (p 147)

The Council’s draft submission advocates that a weakness of the Discussion Paper is a lack of cross-referencing or integration with a transport plan or the current (2020) *State Infrastructure Strategy*. The latter is currently in the early stages of a review.

Since release of the State Planning Commission’s GARP Discussion Paper in August, Infrastructure SA has independently released South Australia’s 20-Year Infrastructure Strategy Discussion Paper.

The Infrastructure SA Paper states that:

“Aligning the 20-Year State Infrastructure Strategy with the new Greater Adelaide Regional Plan and the non-metropolitan regional plans will allow for more coordinated infrastructure planning and development. In addition, to improve the consistency and coordination of infrastructure planning across government, the importance of using common planning assumptions and forecasts should be elevated.” (p32)

Integrated planning is mandated by State Planning Policy 1 and the 2015 *Integrated Transport and Land Use Plan* informed the 2017 Regional Plan Update. Planning and Land Use Services staff have advised that processes are in train to achieve the integration of these strategic planning exercises by two separate entities, the State Planning Commission and Infrastructure SA.

Population Projections

New population projections for the Greater Adelaide region and sub-regions were recently published on the PlanSA Portal.

Three scenarios – low, medium and high growth – have been modelled. For the whole region, the medium growth projection is 2.005 million by 2051, a projected population increase of 489,900.

However, the Discussion Paper argues for planning to accommodate the high growth projection of 670,000 people in the region by 2051. Local implications may include an over-emphasis on accommodating population growth thereby placing pressure on heritage and character housing and certain employment activities. In the Council’s draft submission, it is suggested that the Commission needs to adopt a more tempered approach that can operate across a range of plausible population projections.

The City of Norwood Payneham & St Peters is in the Inner Metro sub-region comprising of the City of Adelaide and immediately surrounding councils to the north, south and east. A report released by the State Planning Commission indicates that in 2021, the population in the sub-region was 235,366, having increased by almost 11,000 (0.45% per annum) between 2016 and 2021. (Note that City of Adelaide has reported atypical negative growth, -1.83%, in year ending 30 June 2021, which is indicative of the Covid-19 pandemic’s impact being strongest in the CBD, which is the primary location for apartment growth in the Inner Metro sub-region). In Inner Metro, a population increase of between 30, 506 (low) to 57, 455 (high) from 2021-41 is projected (annual growth of 0.66% to 1.22%).

Local area projections are expected to be published by end of 2023 or early 2024.

Growth Investigation Areas

The attached draft submission identifies that the investigation of growth options in the local area and sub-region, requires a sound evidence-base covering the relevant constraints. These includes those relating to the natural and cultural environment, infrastructure and competing uses, plus factors indicative of opportunities for new development such as low capital value or vacant land.

The inclusion of the Stepney area's employment lands as a Strategic Infill investigation area is unsurprising given its proximity to Kent Town, where higher-rise redevelopment has recently occurred (from 2017). However, this will need to be carefully managed in terms of alignment with the Council's economic strategies given the presence of manufacturing which may be vulnerable to land use competition and conflict.

The three arterial road corridors identified for further investigation abut or overlap significant areas and places of historic or character value. The prospects for infill potential to properties with frontage to Payneham, Magill and Kensington Roads are also limited by competing uses.

The Discussion Paper also identifies 'Mass Rapid Transit Investigation Areas' - five elongated areas radiating out from the centre of Adelaide, including along Magill Road and The Parade.

One of these takes in Kent Town, Norwood, Kensington and parts of Hackney, College Park, Stepney, Maylands, Trinity Gardens and St Morris in the City of Norwood Payneham & St Peters, extending nearly the full lengths of Magill Road (in the north) and Kensington Road (in the south) to slightly east of Penfold Road (in the City of Burnside).

The Discussion Paper lacks a rationale or justification for including these in the Mass Transit Investigation Area. The term 'mass rapid transit' is suggestive of high-capacity rail transit operating on an exclusive right-of-way. A plausible alternative is a concerted effort to improving public transport without converting bus routes to other modes. The attached draft submission refers to the need to support the objectives of the Council endorsed The Parade Master Plan including two-lane traffic flow and widened cycle ways and footpaths which leaves no room for fixed line transit.

Despite these qualifications, there is merit in supporting further investigations to ensure that the Regional Plan is robust and responsive to the local context. At this stage, the ideas that have been presented in the Discussion Paper are broad-brush and speculative. It is important to encourage the Commission to invest in more granular and evidence-based spatial planning to help avoid unresolved issues in the 2017 Regional Plan, such as conflict between protecting areas of historic character and increasing dwelling densities close to higher-quality public transport.

OPTIONS

The Council has the following options in respect to making a submission:

1. Providing a submission on the Discussion Paper which includes the Council's ideas on the scope of further work by the State Planning Commission to investigate issues and options affecting the local area as well as wider region.

Integral to Option 1, is reserving the right to comment more directly on specific directions in 2024 when the draft Regional Plan has been released for consultation. The draft submission has been prepared reflecting resolutions of the Council and other comments which are pitched with a high level of generality. This respects that fact the Commission is still largely at an investigations / conversation starting stage and has posed very high-level questions within the Paper to frame feedback at this early stage.

2. Respond more emphatically about specific directions that the Council may or may not support.

Generally-speaking it would be better to first wait for the Commission to do further analysis and present findings and recommendations rather than commenting specifically on preferred directions in advance of ongoing investigations.

3. The Council could choose not to make a submission.

By not responding, the Council could incur reputational risk. Providing no response could be interpreted as not representing community interests in regional planning, sharing local knowledge, or choosing to be involved in supporting better regional planning.

For the reasons stated, Option 1 is the recommended approach, and has informed the approach taken in the draft submission.

CONCLUSION

It is important that the Council engages in the regional planning process, which is being conducted by the State Planning Commission, both in terms of sharing local knowledge and to effectively represent and advocate for the Council's strategic goals and the community interest. The attached draft submission reflects the Council's priorities and the relative significance of anticipated consequences, such as those that stem from a greater emphasis on intense corridor growth along selected main roads.

The draft submission covers a wide span of issues at high level, with comments on more detailed constraints and opportunities, including the proposed Investigation Areas, together with the Council's preferred approach for the Stepney triangle. The draft submission also advocates for Council's positions relating to heritage and character.

COMMENTS

Nil

RECOMMENDATION

1. That the submission (as contained in Attachment A) on the Greater Adelaide Regional Plan Discussion Paper, be endorsed and forwarded to the South Australian Planning Commission.
2. That the Chief Executive Officer be authorised to make any necessary minor amendments to finalise the submission, providing the changes do not affect the intent of the submission.

Attachments – Item 11.2

Attachment A

Greater Adelaide Regional Plan Discussion Paper Submission

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City of
**Norwood
Payneham
& St Peters**

File Number:A771763
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City of
**Norwood
 Payneham
 & St Peters**

7 November 2023

Mr Craig Holden
 Chair, State Planning Commission
 Level 10, 83 Pirie Street
 ADELAIDE SA 5000

Via email: saplanningcommission@sa.gov.au

Dear Mr Holden

Thank you for the opportunity to comment on the Greater Adelaide Regional Plan Discussion Paper prepared by the Commission.

The Council's comments are wide-ranging and reflect the Council's keen interest in strategic planning for and affecting the City of Norwood Payneham & St Peters.

I draw your attention to the following key points based on the attached submission:

1. A high-end population growth target risks increased tension with the Council's and regional strategic objectives relating to liveability, heritage, and protection of employment lands. If this target is to be pursued, it will be necessary to have a carefully considered staged release of land rezoning opportunities for the 15-30 year time horizon, agreed upon by key stakeholders prior to the release of the final plan.
2. An omission from the four outcomes for Greater Adelaide is the concept of good design outcomes and building great communities where people want to live. The importance of timely delivery of both physical and social infrastructure is key to the achievement of this outcome.
3. The Council welcomes recognition by the Commission that areas of valued historic or character significance should be protected and not bear the brunt of increased pressure for infill. Historic and character areas on or adjacent growth corridors warrant particular attention in the next phase of the Commission's detailed investigations.
4. The Council supports a greater emphasis on selection of strategic sites for infill, rather than a more ad-hoc approach to the distribution of infill growth, particularly along arterial road corridors. It is envisaged that a more targeted approach to infill can deliver housing diversity and maintain heritage and significant character values, and will concentrate, rather than disperse, potential higher density development sites, to support orderly servicing, increase land use mix and community vibrancy and to avoid poor quality, fragmented outcomes.

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5. The Council supports an ongoing role for the Stepney Triangle and Glynde Employment Zones in supporting food and beverage manufacturing and other employment uses. Given the potential displacement of light industry and employment generating land uses in the Stepney Triangle if it were to be designated as a housing infill growth location, the Council strongly advocates alignment with local economic strategies. This should be further informed by the outcomes of research that the Council has commenced regarding the concept of a food and beverage manufacturing precinct, as advised in previous correspondence from the Council dated 1 September 2023 (refer to Attachment 1 of the submission).
6. The Council supports more focussed investigation of other possible corridor growth areas to ensure compatibility of the multi-objectives of community building, placemaking and high-volume traffic movement, and infrastructure planning needs, as well as policies for staging, better quality design and local context addressing the interface with surrounding development.
7. Shortcomings and strategic mis-alignments evident in the content of the Planning & Design Code require greater attention with two immediate priorities, in addition to better identification of the attributes of historic and character areas which has already been acknowledged and partly addressed by the Commission, being:
 - a. increasing the applicability of the general environmental and water sensitive urban design provisions of the *Planning & Design Code* to ensure that opportunities to address sustainability are consistently applied to relevant uses and zones; and
 - b. a design-oriented review of existing provisions relating to development in corridor zones.

The Council requests further involvement and input in the ongoing investigations by the Commission relating to the local area and sub-region and the issues raised in its submission, including further dialogue on the future use of the Stepney triangle, historic and character areas, and better design outcomes in the corridor zones. The Council looks forward to the opportunity for further collaboration with the Commission on these matters.

Yours sincerely

Mario Barone PSM
CHIEF EXECUTIVE OFFICER

Enclosure: Submission on GARP Discussion Paper

CITY OF NORWOOD PAYNEHAM & ST PETERS

SUBMISSION ON GREATER ADELAIDE REGIONAL PLAN DISCUSSION PAPER

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City of
Norwood
Payneham
& St Peters

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1. Executive Summary

The Discussion Paper appropriately aims to engage the community early in the process of reviewing and updating the Regional Plan for Greater Adelaide.

The Paper is a key milestone in this process which coincides with Council-initiated reviews relating to land use, economic and public realm strategies in Glynde - Stepney, and at Marryatville (the latter in partnership with the City of Burnside). It will be important to resolve a common approach to employment lands and support ongoing manufacturing at Stepney and Glynde. Inner suburban manufacturing sites are increasingly scarce and warrant better protection.

The Council submits that the Regional Plan should address sustainability, liveability, and affordability pressures, as well as, and on an equal footing to, aspirations for population and jobs growth. Better articulation of spatial planning directions at a more local scale would help optimise clarity and certainty.

The principle of planning for a high-end population growth scenario requires better justification and explanation and raises a range of tensions. One of the characteristics of future change is uncertainty, and a better approach might be to work with a framework of multiple scenarios with flexibility to adapt as a key principle. Planning for the highest population projection involves clear risks, including misdirection of public resources and undue pressure on primary production and employment lands, including due to anticipation of future land use change. With any set of growth priorities, demand pressures on infrastructure and resources will need to be well understood and planned for by the State Government. Related to this, the extent of the depicted growth investigation areas along arterial roads east of Adelaide, though indicative, over-estimates the capacity for well-managed mixed-use housing growth at far higher density than the prevailing forms of development at greater distance from the CBD.

With recent re-developments along arterial roads in the Council area tending to yield only single-use, low rise retail or commercial development at greater distance from the CBD, it is important that factors like different market imperatives with distance from the CBD, plus interface, design and servicing issues are investigated thoroughly by the Commission as part of the proposed growth area investigations.

The scope of the next phase of investigations and gaining agreement on the spatial outcomes of this with Local Government and key infrastructure providers, is critical. Robust outcomes will rely on further and more comprehensive and multi-criteria analysis of trends, constraints and opportunities than presented at this early stage.

2. General Comments on the Discussion Paper

It is important that the Greater Adelaide Regional Plan is a holistic plan that does more than simply direct where and how Adelaide grows with a primary emphasis on accommodating population growth and jobs. Addressing liveability and sustainability pressures should also be a high order priority.

The Greater Adelaide Regional Organisation of Councils (GAROC) *Review of the 30 Year Plan Issues Paper* (January 2022) provides a good basis for scoping desired outcomes to be addressed in a revised regional plan for Greater Adelaide.

The GAROC Issues Paper calls for a future regional plan to include a stronger policy response to issues including:

- addressing climate change and related issues;
- urban green cover and tree canopy;
- community health and wellbeing;
- good urban design, particularly for urban infill;
- improved outcomes in Urban Corridor Zones;
- improved policies in the Historic Area Overlay and Character Area Overlay;
- stronger recognition of indigenous heritage;
- policies addressing housing availability and affordability;
- better integration of planning and infrastructure; and
- a more strategic approach to Employment Zones.

The Regional Plan should strongly address and reflect the issues raised in the GAROCC Issues Paper.

A high-end population growth target risks increased tension with some of these issues and impacts on primary production land (when it is anticipated that agricultural capacity will be under increasing stress due to climate change as well as subject to increasing demands).

Within the City of Norwood, Payneham & St Peters, potential tensions with liveability, heritage, tree canopy and protection of employment lands, for example, must be carefully managed alongside a housing target-led approach to growth. The Council supports an ongoing role for the Stepney Triangle and Glynde Employment Zones in supporting food and beverage manufacturing and other employment uses. The employment impacts of pursuing the Stepney Triangle area as an infill growth site, as mooted in the Discussion Paper, is an obvious key issue to resolve locally through further investigation and consultation.

The City of Norwood, Payneham & St Peters has a rich heritage which is valued highly by the community. This includes historic precincts where there is higher accessibility to better-quality transit and of value for retention as areas of low scale, predominantly original housing. The Council welcomes recognition by the Commission in the Discussion Paper that these areas should not bear the brunt of increased pressure for infill growth.

Over the past decade or so, new forms of housing have been able to be accommodated via rezoning of strategic infill sites close to the CBD, for example, through conversion of underutilised sites. Though there is still considerable higher density zoned land across the Council area, the fragmented pattern of land along main road corridors, and elsewhere, is a significant constraint to identification of additional such sites. There is considerable uncertainty regarding if / when retail or commercial uses which are less conducive to integration with housing in mixed use formats, will convert to residential mixed use on main road frontages, other than in parts of the Norwood – Kent Town area with its proximity to the CBD and The Parade activity centre. The recent observed trend is that residential land main road frontage continues to be converted to low-rise retail or commercial uses, or child-care centres, that diminish potential for high-density dwellings – especially along Payneham Road.

In the Discussion Paper, urban corridor growth investigation areas are proposed along Payneham, Kensington and Magill Roads within the City of Norwood, Payneham & St Peters, while the Stepney Triangle which contains strategic employment land and manufacturing, is also shown as a proposed growth option for housing and jobs.

The Kensington Road corridor includes the site of a Private Code Amendment in Norwood and the study area for the *Marryatville Precinct Master Plan* which the City of Norwood Payneham & St Peters and City of Burnside are jointly preparing. Both are at initial consultation stages.

More focussed investigation of other possible strategic infill sites is supported. However, this needs to be well-resourced, seek better integration with transport and infrastructure planning, and capture local knowledge to support robust outcomes. It is also important to address multiple criteria pertaining to both local and regional interests.

It is noted that as well as this GARP Discussion Paper, a *South Australia's 20-Year Infrastructure Strategy Discussion Paper* has subsequently been released for comment. The Council has not yet had sufficient time and opportunity to fully review and digest this, but notes that it states that:

“Aligning the 20-Year State Infrastructure Strategy with the new Greater Adelaide Regional Plan and the non-metropolitan regional plans will allow for more coordinated infrastructure planning and development. In addition, to improve the consistency and coordination of infrastructure planning across government, the importance of using common planning assumptions and forecasts should be elevated.” (p32)

3. Specific Comments on the Discussion Paper

3.1 Commission Chair’s Message (p6-)

Key themes in the Commission Chair’s Message are noted, including:

- housing choice and affordability;
- securing the future in terms of sustainability, liveability and prosperity;
- where and how to accommodate population growth beyond the 15 years supply considered currently available.

The Council agrees with the statements, “*we can do infill better*”, on page 10, that “*(N)ew housing forms and future living models will need to meet community expectations and preserve valuable heritage and character areas*”, on page 143.

The Council also supports a greater emphasis on selection of strategic sites for infill, rather than a more ad-hoc approach to the distribution of infill growth.

Bearing the above in mind, employing multiple population scenarios with flexibility to adapt as a key principle, with clearly identified stages of growth demand, is considered more robust and appropriate than a focus on a single population projection with targets at more local levels.

3.2 The Role and Function of the Greater Adelaide Regional Plan (p16-)

Integrated Planning

The Discussion Paper refers to the State Planning Policies (SPPs) which guide the strategic framework for, and, also, the scope of investigations required to support a review of a Regional Plan.

In this regard, it is of concern that there is no mention of an overarching transport or infrastructure plan with which an integrated land use plan would have a critical dependency. A robust process for integrated planning of land use, transport and infrastructure is required to fulfil the integrated planning intent of SPP 1, and, also, the public interest in timely, economical, and effective service provision.

The Council supports statements in the GAROC Issues Paper that coordination of investment in infrastructure is an essential role of the Regional Plan and that for this Plan to be successful State Government agencies and organisations need to recognise that the Plan is the pre-eminent plan for the greater Adelaide region. This will need to be agreed with local Councils and clearly reflected in the *20-Year Infrastructure Strategy*.

The Discussion Paper offers only a high-level description of investigations needed to support integrated planning. Local government needs to be involved in the scoping of the detailed investigations. Growth directions need to be underpinned by robust analysis of existing and future physical and social infrastructure capacities and provision.

Spatial Clarity

There is also a need for finer-grained spatial planning for future priorities at sub-regional level in a more strategically focussed Greater Adelaide Regional Plan.

This requires better maps than provided in the Discussion Paper and the 2017 version of the Regional Plan, otherwise spatial intent will be unclear. Open Space map, Figure 16, in the Discussion Paper, for example, depicts a MOSS corridor along the River Torrens which is visible only with persistence and difficulty.

State Planning Policy 2: Design Quality, explicitly aims to *recognise the unique character of areas by identifying the valued physical attributes in consultation with communities and respect the characteristics and identities of different neighbourhoods, suburbs and precincts by ensuring development considers existing and desired future context of place*. This is not feasible without more granular detail and mapping at a better scale.

Because alignment with the Regional Plan is the basis for decisions on whether Code Amendment proposals should proceed, the integrity of the Code Amendment system rests on the spatial and policy clarity of the Plan to a large degree.

3.3 Strategic Foresight and Global Trends (p34)

Because this section contains only a list of (sometimes single word) themes, without explanation or discussion, it is difficult to comment.

3.4 Outcomes for Greater Adelaide (p36-)

The Commission has proposed the following four outcomes *‘to guide the discussion about how Greater Adelaide should grow’*:

- A greener, wilder and climate resilient environment;
- A more equitable and socially-cohesive place;
- A strong economy built on a smarter, cleaner, regenerative future;
- A greater choice of housing in the right places.

On page 37, the Commission asks:

“What do you think of the four outcomes guiding how Greater Adelaide should grow?

Are there any other outcomes the commission should consider?”

RESPONSE:

All four outcomes are important. Other important themes that need to be elevated are:

- Planning with the community
- Transport and infrastructure
- Conserving cultural heritage.

The latter is somewhat buried in the section headed, ‘A more equitable and socially cohesive place’.

Missing from the four outcomes for Greater Adelaide is the concept of good design outcomes and building great communities where people want to live. The importance of timely delivery of both physical and social infrastructure is key to the achievement of this outcome.

3.5 Urban Greening and Biodiversity (p45-)

The Council has adopted targets, policies, plans and programs to protect and enhance environmental quality, including a *Tree Strategy 2022-2027* and a *Corporate Emissions Reduction Plan 2020-2030*, as well as partnering with eastern metropolitan councils through Resilient East to deliver a coordinated response to adapt to climate change.

Our approach to climate change

The content of the Discussion Paper on climate change under this heading is very high level. The context includes South Australia’s goals of reducing State greenhouse gas emissions by 50% below 2005 levels by 2030 and attaining net zero emissions by 2050.

Far more will need to be done than is presented in this Discussion Paper to achieve these goals, and to adapt to climate change.

As in past regional plans, compact and transit-oriented urban form is presented as the lead mitigation strategy for regional land use planning. However, at this point in the regional planning review, there is a disconnect with low-carbon transport policies, and scant information regarding, or commitment to an effective integration of a fuller range of strategies for sustainable mobility. Whilst it is generally accepted that electrification alone is not a viable solution, but rather a mix of policies is necessary, electrification of transport, though comparatively sluggish in Australia, could be accelerated by the right mix of policies.

It is also evident that changes to urban form are too inherently slow and thus cannot be relied upon in isolation to deliver anything like the speed and scale of decarbonisation required. At any time, only a

small fraction of a whole urban area is at the development front undergoing substantive change – and not all change will help reduce or limit emissions. There are barriers to higher residential densities both at the fringe and in inner suburbs. More efficient public transport taking a greater share of daily trips, requires a commitment to faster, more frequent and/or attractive (better promoted and coordinated) transit. Despite these significant reservations, it is important to ensure that opportunities for well-integrated, master-planned precincts of denser housing in proximity to transit stations, especially where transit travel times are less than by private vehicle, are not missed. These opportunities are increasingly rare though and need a more connected, transit-oriented, pedestrian-oriented approach, as achieved in some recent projects managed by Renewal SA.

Urban consolidation also has some downsides for climate adaptation – as do other growth scenarios, though with certain differences in terms of the range and intensity of impacts involved.

The Council seeks further consideration of the issues raised in the GAROC Issues Paper:

“The trend to smaller allotments with large dwellings is also exacerbating the heat island effect, where hard surfaces like concrete and steel absorb and then release heat. Recently metropolitan councils have undertaken and completed heat mapping projects, which highlights where there is a lack of greenery and more development and is often an urban heat hotspot. The heat island effect can make areas 4-10 degrees Celsius hotter than surrounding areas. Retaining trees on development sites is a balance between sustaining that amenity and the economic development of the land. Establishing priorities for the retention of trees is an important part of the planning process if the liveability and amenity of our communities is to be sustained in the long term.”

Currently, the environmental provisions of the *Planning and Design Code* are largely rudimentary (mostly only Performance Outcomes), lag behind best practice interstate, and are inconsistently applied to uses and zones. Consequently, there are significant missed opportunities to apply water-sensitive design, solar design, orientation, heat-proofing and shading or greening techniques to promote climate resilience and environmental quality – see further comments under Water Security below.

As noted in the GAROC Issues Paper on the 2017 Regional Plan :

“A primary climate adaptation pathway open for local government and State government partnership is the greening and cooling of our urban environments. This is a key consideration for urban growth development as well as for urban renewal and infill opportunities.”

“Local Government Grants Commission Data shows the significant annual investment local government makes in managing parks and gardens, with councils spending just under \$221million on parks and gardens in the 2019-20 financial year. State government estimates that the cost for a council to plant and maintain a tree on public land is in the vicinity of \$1,600. Trees and urban greening are central to climate mitigation and adaptation efforts and to achieving health and wellbeing outcomes. Policy is required in the Plan to promote increased urban and township greening.”

The Council seeks greater implementation of climate responsive design through planning instruments, including Regional Plans and the *Planning and Design Code* to overcome these recognised deficiencies.

Urban greening and biodiversity

Urban green space and biodiversity provide important economic, biophysical, social and health benefits, playing a critical role in moderating the urban heat island effect, and in stormwater management, through reductions in the extent of impervious surfaces and incorporation of ‘storm-watered landscapes’ at various scales within urban areas. They are key to achieving Adelaide’s climate resilience and liveability.

While the benefits of urban greening and biodiversity are recognised in the current Regional Plan, the *Planning and Design Code* provisions alone are insufficient to stem the net loss of mature tree canopy and other vegetation. Interstate comparisons have revealed that South Australia’s urban tree protection regime needs strengthening to prevent loss of mature and large tree canopy. Tree canopy mapping

highlights that Adelaide is losing cover. The reasons include larger dwellings or significant extensions built on smaller blocks, pools, and a preference for 'low maintenance' living and smaller trees.

In 2018-19 the City of Norwood Payneham & St Peters had 23.97% tree cover, compared to a median tree coverage of 23.7% across the whole metropolitan area. Streets and other public land made up 30% of the Council area and accounted for half (12% of the 24%) canopy cover. Whereas private land accounted for 70% of the Council area and accounted for half (12% of the 24%) canopy cover. This means the greatest opportunity for urban greening through canopy cover is on private land, with 57% of private land for planting, compared to 19% of streets and other public land. Nevertheless, in 2020, the Council set a target to plant at least 500 new trees per year in streets and other public spaces - with the goal to increase green cover by 20% by 2045.

Lower provision of green space and pervious surfaces due to urban development trends, supported by current policies, will tend to reduce resilience to future climatic events. This places disproportionate and often unsustainable pressure on the public realm to provide space for greening. Urban infill, especially small-scale and ad-hoc, tends to eliminate green space and opportunities for greening both on private land and in the street.

It is of concern therefore that the draft *Design Standard for Residential Driveways* would over-ride local policies that seek to optimise tree protection and other outcomes. Fragmentation of roles and responsibilities, as proposed, risks degrading the quality and consistency of public realm curation resulting in, amongst other things, unnecessary and premature loss of mature street trees and opportunities to increase future street tree plantings.

Decarbonisation

South Australia's achievements in decarbonising electricity are significant. At the same time, however, transport emissions are rising and the recent benchmarking analysis recently released by the Committee for Adelaide (<https://committeeforadelaide.org.au/2023-benchmarking-adelaide-report/>), has found that Adelaide's carbon intensity is high compared to peer cities.

While the planning system can address transport emissions by enabling a more walkable and rideable urban form and better access to public transport as noted earlier, urban form changes incrementally at city-scale. Expanding the spatial extent of the city and potential satellite towns without a high-quality, attractive transit link, however, will tend to increase car dependence. This, without accelerated electrification of transport, is likely to work against decarbonisation.

With South Australia's less emissive electricity supply, electrification of motorised transport, private and public, is a clear priority for reducing transport emissions. How it may affect land use trends, for example, on main road frontages, travel behaviour and development policy need to be better understood.

Within the 30-year planning horizon, based on scenarios in the Australian Energy Market Operator (AEMO) Integrated System Plan, it is possible that 20-30% of cars in South Australia will be electric by 2030 and perhaps twice that or more by 2040. It is plausible that a trend towards electric mobility may increase the appeal of detached and semi-detached houses in suburban locations if they provide easier options for charging electric vehicles (EVs), compared with other forms of housing. Clearly, it will be important to cater for EV charging across a range of housing types and locations. It is also plausible that electric mobility for drivers living in higher density housing is achieved with policy support (including for retrofitting of older complexes) and/or because it has become a selling point in some segments of the market – see local examples: <https://indaily.com.au/news/sponsored-content/2022/08/15/electric-cars-fuelling-demand-for-apartment-charging-stations/>

The ability to charge EVs at home, workplaces, universities, shopping centres and various public places not confined to main road corridors may influence and perhaps limit the suite of car-oriented uses competing strongly for strategic sites with main road frontage (given exposure to high volumes of passing traffic etc) as EV use reaches higher levels. How this plays out is very much a topic of speculation at this point though.

In summary, the trend to EVs has a range of potential implications for the Regional Plan with its 30-year horizon, and the *Planning and Design Code*. These will need to be addressed now or as soon as possible, not after the fact.

Natural hazards

A significant proportion of Australia's housing stock is highly vulnerable to hazards, including in the Greater Adelaide region. The implications include lower community resilience, higher insurance premiums, and higher costs for governments, the insurers of last resort. The benefits of climate ready housing, resilient communities and a planning system that effectively supports hazard management are considerable.

Hazards need to be given due priority by decision-makers in the planning system, and consistently so. A concern is that Private Code Amendment proponents may have no interest in evaluating and mitigating risks if they are not risking their long-term assets, and, by default, may transfer risk to others, such as Councils. This increases the onus on the Commission as well as the Council to fully understand and have due regard to the level of risk.

It is also important that the right tools are available so that responsibilities and costs are not transferred to or inherited by others, including Local Government, in inequitable and inefficient ways as sometimes occurs in the development process. Cost comparisons between infill and greenfield case studies referred to in the Paper need to be comprehensive (not selective) in the infrastructure costed. (See also comments under **3.10 Infrastructure and Services** below.)

The Council manages the floodplains and catchments of several urbanised creeks necessitating considerable public expenditure to improve the level of flood protection taking into account climate change and loss of permeability caused by cumulative infill.

The Regional Plan should address the cumulative impacts and potential solutions relating to stormwater highlighted in Infrastructure SA's current *20-Year State Infrastructure Strategy (2020)*:

"A...challenge that increasing urbanisation presents is the ability to manage stormwater and mitigate urban flooding. An increase in storm frequencies and intensities will impact both existing and new storm mitigation infrastructure. Greater housing density can reduce permeable areas, increasing the amount of run-off, which has implications for stormwater system capacity. Stormwater harvesting provides an opportunity to both mitigate flood risk by reducing run-off volumes and provide an alternative water supply pending appropriate treatment. Key urban stormwater programs being considered by stormwater managers include new mitigation infrastructure, reuse projects, wetlands and other quality improvement measures to minimise harm to receiving water bodies. There will be requirements for upgrades to existing stormwater infrastructure as well as new flood risk mitigation infrastructure, in part because infrastructure is ageing. It will also manage the increased risks resulting from urban infill development and a changing climate. Appropriate planning policies are being considered to ensure that new urban development factors in the stormwater run-off implications." (p164)

The steps taken to better align the *Planning and Design Code* and recent flood mapping are welcomed, but the stormwater provisions in the Code are too limited as discussed further below. Ongoing roles in hazard information and mitigation will need to be adequately resourced.

Water Connect (<https://www.waterconnect.sa.gov.au/Pages/Home.aspx>) displays old flood mapping for the City of Norwood Payneham & St Peters. This should be replaced with the new mapping which has been prepared by Tonkin Consulting and previously shared with relevant Departments (PLUS and DEW).

Water security

The *20-Year State Infrastructure Strategy (2020)* notes that:

- climate change will likely result in low average rainfalls;
- declining water availability in the southern section of the Murray-Darling Basin is anticipated by multiple studies;
- risks to reservoir inflows in the Mount Lofty Ranges place further increase pressure on the State's water resources.

This is a significant sustainability pressure for the State and aspirations for higher population growth will compound the need to manage water resources prudently and fund new infrastructure.

The *Planning and Design Code* can do more to support sustainable management of water resources. A first step should be more consistent application of water-sensitive design (and other environmental) provisions across zones and uses. Presently this is limited, and unduly inconsistent, partly due to the construction of Table 3 - Applicable Policies for Performance Assessed Development.

In the Employment Zone, for example, the following provisions apply to a Consulting Room, Office and Warehouse but not a Light Industry, Service Trade Premises or Store:

PO 31.1

Development likely to result in significant risk of export of litter, oil or grease includes stormwater management systems designed to minimise pollutants entering stormwater.

PO 31.2

Water discharged from a development site is of a physical, chemical and biological condition equivalent to or better than its pre-developed state.

Of the uses listed above, the following is only applicable to a Warehouse (in the Employment Zone):

PO 5.1

Development is sited and designed to maintain natural hydrological systems without negatively impacting:

- (a) the quantity and quality of surface water and groundwater*
- (b) the depth and directional flow of surface water and groundwater*
- (c) the quality and function of natural springs.*

It is important to note that a larger range of zones, uses and environmental provisions are affected by similar inconsistencies to the example provided above.

Other examples of land uses and locations where water-sensitive urban design policy does not apply have been raised through previous submissions by this Council, other Councils, Resilient East, and the Department for Environment and Water.

On page 57, the Commission asks:

What else could the Greater Adelaide Regional Plan do to contribute to a greener, wilder and climate resilient environment?

RESPONSE:

The Council suggests the following areas to be addressed in the Regional Plan:

- Influencing a review to help understand the cumulative environmental impacts of urban development, and to develop best practice policies for consistent inclusion in the *Planning and Design Code*.
- As an immediate priority, increasing the applicability of the general environmental provisions of the *Planning and Design Code* to ensure that opportunities to address sustainability are consistently applied to relevant uses and zones.
- Promoting the electrification of transport, both private and public, via the Regional Plan and the *Planning and Design Code*, as well as other policies.
- Maximising additional public or communal greenspace to support climate-ready communities, increased green cover, improved stormwater management, regeneration of urban creek-lines and urban heat mitigation.

- Ensuring that regional planning addresses hazards, including where critical infrastructure and/or growth options intersect hazard-prone land and there is a need to consider available alternatives.

3.6 A More Equitable and Socially Cohesive Place (p58-)

This section of the Discussion Paper acknowledges a decline in social equity but lacks a clear articulation of drivers and remedies. A key issue is **housing affordability**. The minimum cost of delivering housing, comprising physical construction costs, land and the profit required for taking on the risk (in a market-driven model), limits the housing affordability that can be achieved by the market.

Concentrating growth to capitalise on existing, or planned, well serviced areas, as suggested in the Paper, would tend to favour those who are already advantaged by location and/or can afford to move into such areas. This, plus some competition for scarce sites by other uses, is a major issue in the City of Norwood Payneham & St Peters. Near-CBD locations, because of their urban geography and a housing market which values CBD-proximity, present very substantial barriers to housing affordability, unless there are measures such as funding of social housing as occurred historically at Dr Kents Paddock in Kent Town.

There is a role for supporting housing diversity and affordability through rezoning. However, the increasing affordability gap is not being effectively addressed by this alone. Redeveloping established, close-knit, urban or suburban settings, involves trade-offs to limit external impacts. This can limit dwelling yield and affordability (in addition to other factors). Fragmented land ownership – including across most of infill growth investigation areas suggested in the Paper - compounds the problem.

Part of the solution may be promoting small-scale alternatives for affordable living that do not impose on local character. The Council notes that a recent change to the definition of ‘ancillary accommodation’ in the *Planning and Design Code* tends to decrease flexibility to pursue this option.

A few large Inner Rim sites close to rail (in other areas) and/or the Adelaide Parklands offer obvious shorter-term opportunities for housing diversity, but a challenge will be to harness market and non-market housing providers to redress long-standing underinvestment in affordable housing.

This section also references design quality, and a more targeted approach to infill development to preserve neighbourhoods of major historic or cultural significance (on page 62) which is supported.

In relation to good design, the Council supports the following comments in the GAROC Issues Paper:

“While the intent to enthusiastically promote good design is clear, this is not fully realised in the Planning and Design Code, which is the most practical and effective instrument available to realise the intent of the PDI Act. It is acknowledged that some design outcomes have been achieved, primarily relating to deemed to satisfy development, the need exists to continue to ‘raise the bar’, not only for residential development, but also for higher density residential development, commercial/retail and industrial developments.

The importance of design to good planning outcomes has been emphasised throughout the reform process, including:

- *The Expert Panel’s proposed Reform 9 Build design into the way we plan, recommending protections for streetscape, townscape and landscape character to be embedded within the Planning and Design Code, and the use of urban design approaches such as structure plans, Master Plans or Urban design frameworks at the local level.*
- *The PDI Act’s specific reference to high quality design, including explicit direction that amongst other attributes design should respond to local setting, character and context, be adaptive and compatible with the public realm, be inclusive and accessible to people with differing needs and capabilities, and support active and healthy lifestyles and to cater for a range of cultural and social activities.*

- *State Planning Policy 2 Design Quality (SPP2) which aims to elevate the design quality of South Australia's built environment and public realm, [and] sets out Principles of Good Design and Principles of Universal Design.*

Good design, placemaking and best practice standards must be a central objective of the Plan and local government remains supportive of the Design Guidelines- Design Quality and Housing Choice, prepared by the Office for Design and Architecture and the Principles of Good Design included within the Guidelines.

To be effective, these Guideline and Principles need to translate into the Planning and Design Code to enable them to form part of the assessment process to encourage design quality and enable good design outcomes through the Planning and Design Code.

The opportunity exists through the Plan to strengthen design quality within the Planning and Design Code by consistently requiring a high standard of design elements and features within all types and scales of dwellings, commercial, industrial and rural developments."

Other Design Issues

It is submitted that there is a need to review the performance of the provisions of the *Planning and Design Code* relating to Corridor Zones.

The scope needs to address the design of multi-level housing and mixed-use development and whether the provisions are effective in supporting vibrant, active street frontages with good walkability, cycling networks and vibrant, human scale public realm. Often these objectives are at odds with the achievement of fast and efficient movement of heavy volumes of traffic along arterial roads and not conducive to high density living and pedestrian scale activity.

It should also have regard to relevant case studies and variations in local context, including:

- sensitive and iconic settings like The Parade, Norwood, with heritage shops, narrow side streets and high-street retail; and
- where infill sites are close to, often abutting, areas of attractive low-scale housing especially in the Historic Area and Character Area Overlays.

The Council has expressed concerns previously about the loss of policy nuance and clarity due to provisions introduced by the *2013 Urban Corridor Development Plan Amendment*, being replaced or heavily modified in the *Planning and Design Code* resulting in some poor on-ground outcomes. A request has previously been made to the Code Control Group of Planning and Land Use Services to pursue these objectives through a Code Amendment process, but this work has been unable to proceed.

Planning reports on recent development applications for mixed-use development fronting The Parade in the Urban Corridor (Main Street) Zone have highlighted significant policy tension between Planning & Design Code provisions supporting tall, bulky buildings that maximise dwelling yield, and the attractive main street character of the setting which is vulnerable to development not of human scale.

The Council considers that the height (bonus) and setback provisions of the Urban Corridor (Main Street) Zone and associated Overlays need to be reviewed to protect the character and design of the main street. The assessment of such nuanced design issues for these local contexts has been compounded by the removal of Council's assessment powers for such developments, often leading to poor design outcomes.

The Council welcomes the opportunity to further discuss these issues, as offered by the Chair of the State Planning Commission, Mr Craig Holden, at the Regional Plan Information Session with Elected Members.

Though the subject of a separate consultation, it is submitted that the proposed reforms to the approval process for driveways in conjunction with the draft *Residential Driveway Crossover Design Standard*, will put at risk the socially cohesive management of important pedestrian space. This will be addressed in more detail in a separate submission.

Another design-related issue affecting the public-private interface and, in particular, municipal service delivery, is the impact on efficient waste collection of the Code's access provisions relating to higher-rise developments.

Mostly, these issues were raised in previous submissions by the Council to the Commission.

On page 64, the Commission asks:

What else could the Greater Adelaide Regional Plan do to contribute to a more equitable and socially cohesive region?

RESPONSE:

The Council seeks that the following matters be adequately investigated and addressed in the Regional Plan:

- The Regional Plan providing a robust framework for integration of land use, infrastructure and social equity and cohesion, supported by sound governance, local area planning, delivery mechanisms and public investment over the longer term.
- A more targeted approach to infill to deliver housing diversity and maintain heritage and significant character values.
- The State Planning Commission in partnership with Local Government agreeing on an approach to reviewing the current Historic Area and Character Area Overlay to enable more effective heritage and character protection. (Steps in this direction announced in very recent correspondence from the Commission about Area Statements are acknowledged.)
- Inclusion of good design guidelines in the *Planning and Design Code* as advocated in the GAROC Issues Paper.
- A design-oriented review of provisions relating to development in corridor zones as discussed above.
- Research to determine if the affordable housing policy is delivering what was intended and if other mechanisms are needed.
- Investigation of alternative housing models, including but not limited to, highly affordable and sustainable forms of housing.
- Full impact assessment of reform measures that impinge on community assets and the role of Local Government in managing the public realm, including those relating to residential driveways and crossovers.

3.7 A Strong Economy Built on a Smarter, Cleaner, Regenerative Future (p66-)

The City's employment-generating businesses are mainly located in:

- retail-dominated or commercial strips along main roads;
- two main light industrial areas, Kent Town - Stepney - West Norwood and Glynde
- shopping centres with large tract of on-site carparking at Firle, Marden and The Avenues.

The City of Norwood Payneham & St Peters is committed to growing a strong local economy by promoting and developing its business precincts and encouraging investment across key business sectors. The Council is working collaboratively to protect, enhance and diversify local employment activities.

The Discussion Paper includes statements which both align, and in some instances challenge this goal.

Page 68 of the Discussion Paper states that:

“Traditional industries will still require dedicated land separated from other uses and near freight routes. But growth in cleaner and quieter industries is expected to increase demand for inner suburban employment lands too.”

The Council generally supports the following in the Ideas for GARP (page 71):

1. *“Protect and capitalise in employment land in the Inner Metro...for future knowledge-based industries and innovation precincts.”*

Employment lands suitable for manufacturing are scarce east of the CBD. The City of Norwood Payneham & St Peters is keen to promote both knowledge-based industry and precincts for food and beverage industries as an ongoing part of the local economy, and in doing so, address tensions which may arise with residential growth drivers if not effectively managed. It should be noted that the Council has initiated investigations relating to the Stepney and Glynde Employment Zones – see further discussion in section 3.19 of this submission.

On page 68, the Paper suggests that car and ride sharing could lead to demand shifts from public transport back to cars, which in turn might increase congestion. This is open to question with some research indicating car share users reduce their use of cars and increase their use of public transport.

On page 72, the Commission asks:

What else could the Greater Adelaide Regional Plan do to contribute to a strong economy built on a smarter, cleaner, regenerative future?

RESPONSE:

The Council supports:

- A clearer commitment to more comprehensive protection of employment lands in accordance with the direction in State Planning Policy 9 – Employment Lands to identify and ensure sufficient supply in appropriate locations to meet future demand for both traditional and new industries.
- A more targeted approach to infill to deliver housing diversity without sacrificing employment goals.
- Adequate protection of scarce inner-suburban employment lands.
- Well-researched strategies to support the strengths and make the most of economic opportunities in the Stepney and Glynde Employment Zones - refer 3.19 below.

3.8 Greater Choice of Housing in the Right Places (p82-)

The proportion of new housing other than detached dwellings in the City of Norwood Payneham & St Peters has increased, partly in response to rezoning of strategic Inner Rim sites which has favoured apartments developed in multi-storey, mixed-use buildings. However, there remain considerable barriers to achieving diversity plus affordability.

On page 79, Ideas for GARP include:

“Plan for a high growth scenario and stage the release of land to meet forecast demand.”

This is not considered to be a very workable approach in fragmented infill contexts, where development can tend to occur more erratically, regardless of strong demand for near CBD land and other attractions. This, together with the potential for other uses to occupy main road frontages instead of envisaged housing, is likely to frustrate effective prediction and staging of housing growth.

Rather than entire road corridors, more selective areas of land should be identified based on multi-criteria analysis and comparison of the relative merits of different land use and density / form outcomes

and drivers such as improved transit quality. Rezoning for significantly more dense housing along lengthy main road corridors risks fragmented take-up that is more difficult and expensive to service and/or fails to deliver the attractions commonly associated with ‘main street’ apartment living.

The concept of Investigation Areas is useful however and helps scope the next steps. These should include far closer integration with more detailed strategies in key decision-making areas relating to transport – including faster transit (potentially), freight routes, and project timing (if possible).

On page 80, the Commission asks:

What else could the Greater Adelaide Regional Plan do to contribute to the delivery of greater choice across housing types and locations?

RESPONSE:

The Council supports:

- Not only a more targeted approach to infill to deliver housing diversity and maintain heritage and significant character values, as proposed, but one which aligns rezoning of potential higher density development sites to an orderly servicing and staging sequence and avoids poor quality, fragmented outcomes.
- Effective strategic planning and master planning which identifies and enables the best diversity and affordability outcomes from the optimal ‘strategic infill sites’ which are generally larger ones.
- Further investigation of urban growth opportunities as well as constraints and key dependencies with transport decisions and projects.
- A review of the effectiveness of ‘affordable housing’ policies such as those in the *Planning and Design Code*, which trigger a height bonus that is not always appropriate to the setting.
- Research to determine if the affordable housing policy is delivering what was intended when the policy was introduced or if other mechanisms are needed.
- Investigation of alternative housing models, including but not limited to, highly affordable and sustainable infill housing, like the innovative Nightingale Bowden project, co-housing (the subject of a proposed Code Amendment) and ancillary accommodation.

3.9 The Urban Form to Bring Our Vision to Life (p82-)

On page 87, it is stated that:

“Many of Adelaide’s most sought-after suburbs (eg. Glenelg, Parkside, Gawler, Norwood and North Adelaide) already embody the Living Locally concept. Research across Australia shows people prefer neighbourhoods with good access to high quality local transport and within easy reach of family, work, shops and amenities.”

The aspirations expressed about ‘Living Locally’ are strongly supported, however this needs to be demonstrated through addressing various issues raised in this submission to focus attention on the creation of pleasant, well-designed streetscapes and local areas.

On page 87, the Commission asks:

What neighbourhood features enhance living and working locally?

The elements defined on page 86 are all important.

The right tools and timely investments will be key to delivery, especially in new neighbourhoods and areas undergoing significant urban regeneration.

There will also be challenges in existing suburbs which do not share the advantages of the 'sought after suburbs' listed above and lack open space and multi-modal transport options for example, and therefore tools and resources to 'retrofit' are also needed.

Wherever neighbourhoods can be master-planned or comprehensively redeveloped, eg. older SAHT precincts, fuller regard to climate resilience strategies will be important – for example, incorporate shade structures in new or redeveloped activity centres along with electric vehicle charging.

3.10 Infrastructure and Services (p92-)

The Discussion Paper contains limited information about the nature of infrastructure, and integrated land use-infrastructure planning, to support the various growth options. The growth corridors flagged highlight the critical relationship of regional land use and infrastructure planning, but the actual elements and implications are 'known unknowns' in the available documentation to date, which is of concern.

Transport was a significant element of earlier Greater Adelaide and metropolitan plans. The priority of integrated planning needs to be elevated as a central pillar of the work the Commission is leading with at least a similar level of transparency to past versions of the regional plan. This is especially so given contemplation of settlements beyond the reach of current public transport services and more extensive Urban Corridor zoning within the inner and middle-ring suburbs.

State Planning Policy 1 includes the following expectations:

“Regional Plans should ensure that future growth is identified in a way that can be supported by infrastructure.

The logical sequencing of development is important to the cost-effective delivery of infrastructure and in maximising positive social and environmental outcomes.

Infrastructure agencies must be involved in this initial planning work to ensure these impacts are well understood.

The mapping of infrastructure, existing patterns of growth and areas that need careful management or protection will be required in Regional Plans...”

The existing 20-Year *State Infrastructure Strategy* prepared by Infrastructure SA (2020) provides useful insights though it is now under review with a separate Discussion Paper having been issued. These include that Adelaide is reaching a tipping point due to increasing traffic congestion, and to remain a globally attractive, economically productive, and liveable city, it will need to transition from heavy reliance on private vehicles to a more efficient public transport network that takes a greater share of daily trips. The rationale for growth along transit corridors, for example, is highly reliant on effective land use – transport (including transit) integration, yet at this point, it is very unclear how this will be delivered.

Quantification of potential additional growth anticipated or implied by depiction of growth investigation areas to help determine infrastructure needs must be part of the regional planning process. For example, the Housing Diversity Zone in several north-eastern suburbs of the Council area are included in a depicted growth investigation area. It is unclear at this stage whether the intent is to re-set policies for these areas to increase potential density or not, and if so, what this will mean in terms of the school-aged cohort of the population in school catchments and any additional demand on existing educational facilities, for example. The same applies for other proposals for growth.

As noted earlier, there is a need to address mechanisms for sharing the cost of infrastructure equitably and efficiently. At present, cumulative infill development decisions are decoupled from resolution of significant contingent servicing and public realm issues, other than where Infrastructure Agreements or Land Management Agreements are negotiated and in place before finalisation of a Code Amendment, which occurs infrequently. In many circumstances, such agreements are not possible under the *Planning Development & Infrastructure Act* which means the costs of growth management will therefore be borne

by the community with Local Government expected and/or obliged to invest in mitigation or public realm enhancement measures.

As well as attending to these gaps in effective mechanisms, the scope of further investigations to underpin the Regional Plan should encompass full social cost comparison of infill and greenfield development, not an investigation of selected costs only.

3.11 Principles for Identifying Land for Housing and Jobs (p101-)

1. We will plan for a high-growth scenario and stage the release of new land to meet the forecast demand of 300,000 dwellings by 2051.

Planning for the realisation of a high-growth population scenario, as proposed, is not adequately justified. The planning methodology including means of mitigating potential negative implications is unexplained. Due regard needs to be given to resolution of potential or likely tensions with climate resilience, sustainable mobility, economic infrastructure provision, retention of primary production land, and other important issues.

The principle of planning for a high (highest) population growth scenario requires better justification and explanation and raises a range of issues and concerns. One of the characteristics of future change is uncertainty, and a better approach might be to work with a framework of multiple scenarios with flexibility to adapt as a key principle. Planning for the highest population projection involves clear risks, including misdirection of public resources and undue pressure on primary production and employment lands, including due to anticipation of future land use change.

With any set of growth priorities, demand pressures on infrastructure and resources will need to be well understood and planned for by the State Government.

The approach suggested to achieve the full set of visions articulated in the Discussion Paper relies on the efficacy of mechanisms for staged growth management, servicing, and integrated local planning. A concern is that the current limitations of the *30-Year-Plan for Greater Adelaide* in defining constraints, and guiding the delivery of growth (timing, servicing etc), *except* in respect to legislated elements - the Environment and Food Production Areas and Character Preservation Districts – will be repeated.

Principle 1 is open to interpretation that housing growth will take priority over protection of employment lands. If there is no corresponding commitment to a jobs target, this creates asymmetry in terms of the perceived priority of population growth versus jobs growth or success measures / targets.

There is merit in a wider range of targets than the 2017 Update's more limited range of targets compared to earlier regional plans.

Without a more comprehensive and detailed response to the issues and concerns summarised above, however, the Council has significant reservations about Principle 1.

2. Sub-regions will have their own distinct part to play in Greater Adelaide's future and each Local Government Area will have targets to accommodate growth.

A sub-regional approach is supported. Within the City of Norwood, Payneham & St Peters, potential tensions with liveability, sustainability, tree canopy, heritage and character areas, and employment diversity, for example, will need to be carefully managed in any residential growth scenario.

The Council has reservations about the potential for a less-than-collaborative approach which are linked to the reservations expressed in relation to Principle 1 above. Top-down approaches to target setting without bringing to bear a full range of evidence and appreciation of context and local variation, would be problematic, and should not be decoupled from sub-regional level analysis of constraints and opportunities or weightings that the community may give to alternative outcomes.

Other principles in the Discussion Paper cover transparency of costs to the community, but this includes only an indirect reference to housing affordability and other issues like liveability, sustainability and public realm improvements that may need to be elevated in importance.

A range of constraints are acknowledged by the Commission in this Paper, for example:

“The Commission also recognises the value of heritage and character areas. We acknowledge these areas offer limited opportunity to accommodate growth.”

The Council welcomes this statement.

The Council also concurs with points made elsewhere about fragmented ownership being an impediment to site assembly, the need for development of corridors to be sensitively integrated into the surrounding urban form, with the design and interface carefully managed, and recognition of the need to ensure enough local employment land to service residents (see also comments on **Employment Lands** (3.19).

Other local constraints have been noted elsewhere under **Infrastructure and Servicing** (3.10) and **Urban infill growth** (3.13).

3.12 Greenfield and Satellite City Growth (p111-)

Growth along the eastern spine (Mount Barker and/or Murray Bridge) has traffic implications for road corridors in the inner suburbs including, in the City of Norwood Payneham & St Peters, along Portrush Road, not just the South Eastern Freeway, as hinted on p.123:

“Transport planning work will be required to rationalise and develop long-term infrastructure improvements that will meet expected future travel demands associated with growth. It will be important to encourage future employment growth and reduce commuter travel numbers on the South Eastern freeway.”

The Eastern Spine links directly with the South Eastern Freeway via Portrush and Cross Roads.

It is reasonable to assume that fringe expansion or ‘leap-frog’ growth options will increase car dependence especially without significant extension to and improvement in public transport.

It is noted that the Infrastructure SA’s current (2020) *20-Year State Infrastructure Strategy* has identified that:

*“Planning studies should be completed to identify the most efficient solutions that provide the greatest economic benefit to expand the network, with a focus on key links from the South Eastern Freeway and North-South Corridor. Studies into creating a more efficient ring-route network should also be completed. Completion of investigations into Globelink identified the potential opportunity for a new non-stop corridor from the South Eastern Freeway to the southern end of the North-South Corridor in the very long term; however, priority should be given to **incremental improvements to existing corridors, including along Cross Road and Portrush Road, and the existing rail corridor through the Adelaide Hills.**” (p135)*

emphasis added

It is noted that the presence or relative lack of long-haul freight traffic on particular arterial roads may influence their potential to support corridor housing on mixed-use, multi-level formats.

3.13 Urban Infill Growth (p127-)

On pages 127 and 129, the Commission asks:

How can infill development achieve an urban form that is consistent with the principles of Living Locally?

What do you see as the benefits and drawbacks of infill development?

Where is the next generation of strategic infill sites?

RESPONSE:

The Council supports:

- Investigation of corridors that is collaborative, evidence-based and includes a review of the performance of policies for Corridor Zones as recommended in the GAROC Issues Paper.
- Not only a more targeted approach to infill to deliver housing diversity and maintain heritage and significant character values, as proposed, but one which aligns rezoning of potential higher density development sites to an orderly servicing and staging sequence and avoids poor quality, fragmented outcomes.
- Adequate protection of scarce inner-suburban employment lands.
- The Regional Plan to reflect local employment goals and strategies and proper investigation of the implications of anticipation of conversion to high-density housing and other risks for the viability and longevity of employment lands.
- A commitment to greater design quality and certainty and clarity about realisation of the physical outcomes sought by the *Planning and Design Code* as part of the Commission's commitment to 'better infill'.

On page 128, the term, strategic infill sites, is defined as sites capable of generating a net housing increase of greater than 10 houses. This sets quite a low threshold compared to examples cited in the Discussion Paper which have potential dwelling yields in the hundreds.

It is noted that the land supply analyses released by the Commission indicate more infill potential in the north-eastern part of the City of Norwood Payneham & St Peters and the City of Campbelltown than inner suburbs of the Council area closer to the CBD.

Nevertheless, there is still significant unrealised potential for mixed-use uplift on land re-zoned by the *Kent Town and The Parade Strategic Growth Development Plan Amendment* (authorised, 31 October 2013), or the *Inner and Middle Metropolitan Corridor (Sites) Development Plan Amendment* (authorised, 19 December 2017), as well as in the nearby CBD (City of Adelaide) and other Inner Rim strategic infill sites.

It is very conceivable that opportunities close to the CBD can cater for significant demand for higher density living without any foreseeable need to up-zone the many kilometres of land fronting Payneham, Magill, and Kensington Roads shown in the depicted corridor investigation areas. It is noted that the former industrial land re-zoned in the Minister's *Payneham and Stepney Strategic Sites Development Plan Amendment* (authorised, 11 February 2021) has yielded new 3-storey dwellings at Stepney. However, the larger re-zoned site at 372 Payneham Road, the former Schweppes factory site in Payneham, has been redeveloped for low-rise big-box retail instead of the multi-level housing sought by the Urban Corridor Living Zone. Given competition with other uses attracted by main road exposure it will be important for the Commission to investigate how new housing via 'uplift' can be a viable alternative in corridor locations beyond where it is currently occurring, and/or sought by zoning policy, and to avoid re-zonings that far exceed realistic expectations of future demand.

The retail-only outcome at 372 Payneham Road, despite Urban Corridor zoning and a 3 to 5-levels range for building height, may reflect factors like distance from the CBD and different market imperatives to inner areas. It is unlikely to be an isolated instance. Land use pressure can be expected to be intense in similar locations along busier arterial roads, making it harder to achieve dwelling yields than in a different commercial context like Churchill Road perhaps.

These factors, and the potential sensitive interface, design and servicing issues, should be further investigated by the Commission as part of detailed research for each corridor in the proposed growth area investigations.

An investigation of additional strategic infill sites will need to address a suite of issues discussed under **Employment Lands** below, including further decline in manufacturing due to increased land use competition and conflict.

In seeking to achieve growth via uplift, it is also important to **plan with communities**. It is noted that the *Planning and Design Code* has avoided a **form-based approach** some would argue offers a path to a more predictable environment for the market, enabling community, developers, and other stakeholders to visualise likely outcomes and move more easily towards a shared physical vision of a place.

The *Planning and Design Code* is difficult for community members to navigate and interpret. Many feel disenfranchised by outcomes that 'breach' assumed form height or other parameters, a function of the Code optimising flexibility rather than policy certainty and clarity, but in doing so, tending to diminish the prospects for a social licence for infill development outcomes.

See further comments under **Urban Corridor Development** (3.14), **Regenerated Neighbourhoods and Urban Activity Centres** (3.17), **General Infill** (3.18) and **Employment Lands** (3.19) below.

3.14 Growing the City Centre (p130-)

It is recognised that the City of Adelaide offers a greater and different residential growth opportunity to most areas in the City of Norwood Payneham & St Peters, noting that Kent Town is very close to the CBD.

The City of Adelaide seems to have experienced a short interval of **negative** local growth in the year prior to the last census, whereby population growth appears to have been disproportionately impacted by the Covid-19 pandemic response in the year leading up to the 2021 census compared to Greater Adelaide. This, and future volatility and uncertainties in the higher-rise housing market should be addressed in setting targets and establishing new strategic infill sites.

3.15 Urban Corridor Development (p134-)

The areas for investigation for future urban corridor development with the Council area front Payneham Road, Magill Road, and Kensington Road, as shown on page 137 (**Figure 10**) of the Discussion Paper. All have significant interfaces with the Historic Area Overlay or Character Area Overlay. (The main exception is the section of Payneham Road east of Portrush Road.) There needs to be careful consideration of the appropriate intensity and scale of development on the adjoining land in parts of the urban corridor (land fronting the arterial road) that may be included in a growth area.

See also comments relating to land use competition and viability of housing options, interfaces, design, and servicing, in 3.13 above.

The Discussion Paper acknowledges some constraints or challenges with this option – for example, on page 134:

“This form of strategic infill presents different challenges relating to its ‘strip’ form – predominantly between main arterial roads and established low density residential areas within inner and middle ring suburbs.”

The GAROC Issues Paper included the following relevant comments:

“There has been significant community concern relating to development undertaken (or proposed) in the urban corridors that are in close proximity to Neighbourhood-type zones. Concerns relate to:

- *car parking, lack of carparking within developments and increased on street carparking;*

- *height disparities of new development that result in a development overlooking another. Particularly where buildings of 3+ stories are not required to have obscure glazing even where directly next to low density housing;*
- *the impacts of urban corridor zones on sites that only face secondary streets;*
- *the lack of public notification; and*
- *the disconnect in ensuring that a sensitive transition and treatment at the interface between disparate zones is achieved.*

Urban corridors can also share boundaries with historic and character area overlays and there appears to be a policy gap in sensitively transitioning between the objectives of competing zones and overlays in close proximity.

Urban corridors were also intended to facilitate development on amalgamated sites, however it appears that site amalgamation is not generally occurring and there is no incentive to do so.”

The GAROC Issues Paper recommended:

“Undertake a review on the impact of Urban Corridor Zones and whether they are performing as intended. This review should consider the effectiveness of policy on amalgamation of sites, overlooking developments, car parking and what impacts the built form outcomes are having on the amenity of Neighbourhood type zones with a particular focus on policy that helps to provide:

- sensitive treatment of height disparities at the interface of zone boundaries*
- design techniques and*
- sensitive transitions are supported and achievable.*

The Council concurs with the above points and strongly supports the investigations by the Commission as recommended by GAROC.

The Urban Corridor Investigation Areas proposed in the City of Norwood Payneham & St Peters vary, but common characteristics are:

- a high degree of land ownership fragmentation;
- existing uses of intrinsic social and economic value and of uncertain longevity;
- very few vacant sites, which are generally very compact;
- a moderate to high degree of interface and overlap with heritage and historic character;
- served by bus routes; and
- periodic high volumes of traffic with limited capacity to accommodate higher peaks.

The rationale for urban growth corridors along arterial roads connecting directly with the CBD was spelt out in the *2015 Integrated Transport and Land Use Plan (ITLUP)*, and includes competing demand for road space, increasing congestion, and potential efficiencies of public transport. ITLUP further stated, as follows:

“To offset these impacts and encourage greater use of public transport, it is important that services are integrated with land use planning and matched with projected demand to ensure communities receive regular, reliable levels of service.

The increased use of public transport can be enhanced through a more compact urban form, mixed land uses and increased population and employment densities in appropriate locations.

Planning for increased densities must be done in conjunction with public transport planning. *This will ensure growth is focussed in areas where transport service frequencies and capacities can be increased to accommodate growth without compromising quality of life or losing the attractiveness of the services.*

Focussed capital investment into transport services is a complementary lever (outside of the planning system) which can also lead to a more efficient and urban form, reduce traffic congestion and contribute to the growing market demand for residential development. This is as relevant to regional centres as it is to inner metropolitan and city areas.”

emphasis added

Conversely, if decisions relating to public transport planning are not well integrated with land use planning, denser ‘transit-oriented’ development will be harder to justify and achieve. Challenges include:

- Transit patronage is low and has fallen.
- Investment in mass transit in Greater Adelaide has been modest compared with the other major capital cities.
- Traffic congestion, affecting buses on roads, has grown.

To date, Urban Corridor zoning in the Council area has been confined to land along arterial roads, plus King William Street and Rundle Street (Kent Town). Sites like Norwood Green on Magill Road, and the Coles site and elsewhere on The Parade, have proved attractive for high-density apartments. A policy trade-off that helped attain a level of ‘buy in’ was retention of abutting areas of low-rise character or heritage housing. Nevertheless, there is concern that areas of single-storey original dwellings in the Historic Area Overlay and Character Area Overlay are inadequately protected from the impacts of higher-rise development in the Urban Corridor zones, given a lack of detailed, nuanced policy for interfaces in the *Planning and Design Code*.

The prospect of ‘uplift’ along corridors more removed from the CBD than the above-mentioned sites, poses similar and additional challenges. The latter include potentially weaker opportunity for ground-floor non-residential use, and greater risk of an increased burden on local authorities to help achieve a level of public realm quality to enhance the vision of an enhanced residential / public realm environment if mixed-use private development is highly dispersed and fragmented along a main road or main roads.

Except towards the eastern end of **Payneham Road**, the urban corridors identified for investigation in the Discussion Paper abut areas of low-rise character or heritage housing on at least one side. Further, the St Peter-College Park side of the western-most section of the Payneham Road corridor is in the Historic Area Overlay. (This is mixed use in character, in contrast to residential areas behind.)

While land on the opposite side in Stepney is mostly zoned Employment, the future development policy for this significant employment land requires a more holistic review of the Stepney Triangle from an economic development perspective, as discussed further under **Employment Lands** (3.19).

3.16 Mass Rapid Transit Investigation Areas (p137)

On page 137, **Figure 10 – Proposed areas of investigation: Strategic areas of investigation** depicts what are described in the Legend as ‘Mass Rapid Transit Investigation Areas’ - five elongated areas radiating out from central Adelaide.

One of these contains Kent Town, Norwood, Kensington and parts of Hackney, College Park, Stepney, Maylands, Trinity Gardens and St Morris in the City of Norwood Payneham & St Peters, extending nearly the full length of Magill Road (in the north), and The Parade, and Kensington Road (in the south) to slightly east of Penfold Road in the City of Burnside.

The intent of these investigation areas is unclear, especially in advance of an updated Infrastructure Strategy or other known current and completed transport planning review.

The term, mass rapid transit, is suggestive of high-capacity transit with an exclusive right-of-way. It is noted that the three main east-west roads directly east of the CBD (Magill Road, The Parade and Kensington Road) are currently ‘Go Zone’ bus routes as well as catering for other vehicle traffic, bicycles lanes and timed vehicle parking. They all experience considerable traffic congestion. There is a significant dis-connect between the mass rapid transit aspiration suggested in the Discussion Paper, and more incremental investment in low-cost bus services suggested under Priority 21 in Infrastructure SA’s *20-Year State Infrastructure Strategy* (2010, p.129).

A plausible alternative therefore is a concerted effort to improving public transport without converting bus routes to other modes. The Parade Master Plan supports two-lane traffic flow, parallel parking, plus cycle ways and footpaths sufficient to cater for pedestrian movement and outdoor dining which leaves no room for fixed line transit. (The Masterplan, endorsed by the Council in May 2019, focuses on protecting the identity, appeal, and sense of place of Adelaide's premier main street, and the significant economic, social, and cultural elements that enhance the experience of people who choose to live, work, and visit The Parade.)

The Council submits that investment in better transit is justifiable for a wider range of reasons than promoting land use change, and better promotion of public transport could help improve patronage.

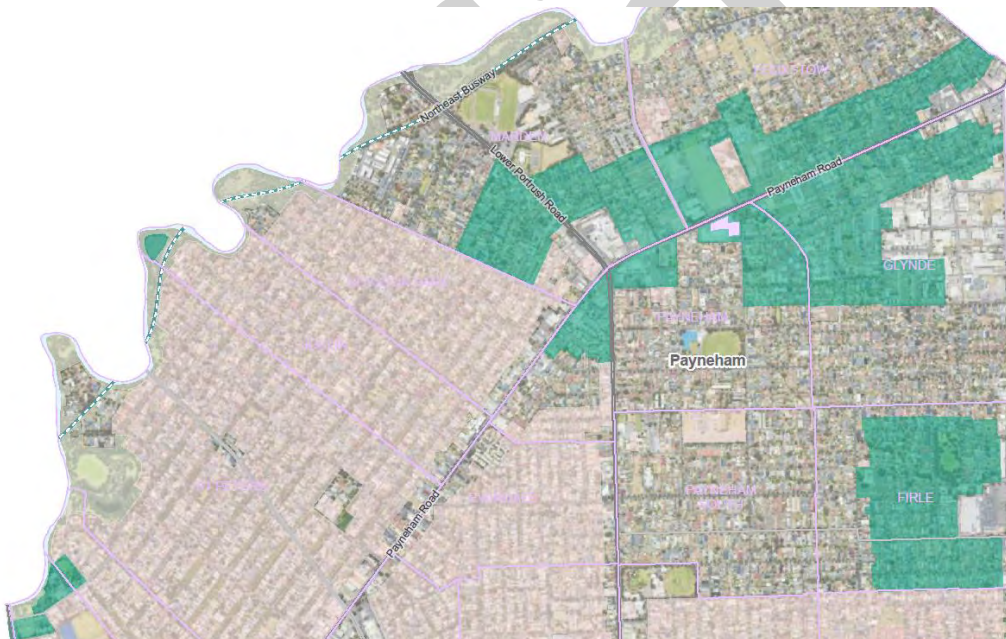
The role of freight traffic in possibly inhibiting desired land use change along main road corridors needs to be considered – though noting that Portrush Road has not been identified as a corridor urban growth option in the Discussion Paper.

3.17 Regenerated Neighbourhoods and Urban Activity Centres (p138-)

“Neighbourhood regeneration refers to areas with housing stock that can benefit from redevelopment over time. These include locations with higher concentrations of ageing public housing that are in need of renewal.” (p138 of Discussion Paper)

“Urban activity centres are focussed around large retail centres that service a broad population and include public transport interchanges or high frequency public transport connections. Examples include Marion, Elizabeth, Tea Tree Plaza, Arndale and Noarlunga.” (p139 of Discussion Paper)

The relevant investigation areas are shown in the figure below (from **Figure 11** in the Discussion Paper).



The main areas identified in Marden, Glynde, Felixstow, and Firlé are zoned Housing Diversity Neighbourhood, where urban infill is already supported by policy. A narrow strip along Payneham Road is alternatively shown on **Figure 10** as an Urban Corridor investigation area. It is unclear why the current zoning of the *non-corridor* areas would warrant change (subject to more detailed investigation) and what the flow-on impacts in terms of demand on services would be.

Miscellaneous Smaller Sites

Other sites identified as other ‘Neighbourhood’ areas for investigation are far smaller, plus they already contribute to housing diversity, as part of the Housing Diversity Neighbourhood Zone, or otherwise are not considered to warrant further investigation. This includes the Adelaide Caravan Park at 36 Richmond

Street, Hackney and an adjoining reserve managed by the Council, which have functions that will not be readily able to be replaced. The reserve is valuable public open space.

The area between Beyer Street and Florence Street, Norwood is already occupied by denser housing, while the Hackney Hotel site is in the process of being re-developed for dwellings and other uses.

Another site depicted as a potential investigation area is a former State Government carparking area at Holton Court, St Peters near the OBahn Busway and River Torrens. Intensive residential development of this site has a range of constraints, as previously advised by the Council, and the preferred option is inclusion in the River Torrens Linear Park as part of the Metropolitan Open Space System.

None of these smaller sites warrant further investigation.

Activity Centres

The activity centres at Marden, Firlie and The Avenues in investigation areas are not depicted on Figure 11, though Marden and The Avenues are in urban corridors highlighted on Figure 10.

Does the Commission consider it worth considering and investigating potential for above-ground residential over ground level uses and car parking in a retail centre to create a more efficient, integrated centre in the longer term

The Norwood Coles site on The Parade is the only example of this sort of redevelopment of a long-established retail centre in the Council area.

3.18 General Infill (p142-)

The Council concurs with following statements of the Commission in the Discussion Paper:

P110 "...high volumes of infill development in suburban areas have fuelled community concerns about design quality, amenity, tree loss and parking availability...All new development, no matter where it is, must be done well."

P143 "The Commission's view is that general infill needs to be better targeted to areas with infrastructure capacity, and areas which would benefit from renewal and greater housing choice. New housing forms and future living models will need to meet community expectations and preserve valuable heritage and character areas."

Low-rise, small-scale 'infill' development is occurring in virtually all suburbs of the City of Norwood Payneham & St Peters.

Mapping in the 2022 Land Supply Report for Greater Adelaide suggests more potential among sites at a greater distance from the CBD in the City of Campbelltown and north-eastern suburbs of the City of Norwood Payneham & St Peters. This is notwithstanding higher land values closer to the CBD generally prompting developers to opt to build up which is more expensive, as has occurred mainly in Kent Town and Norwood in Urban Corridor zones (but also in Stepney and Marden).

The Council shares the following concerns about the impacts of residential infill, including of a more ad-hoc nature, expressed in the above-mentioned GAROC Issues Paper:

"A key concern for many councils is the impact of the liveability of our communities as a result of increased infill development to support population growth and economic development. This infill development has not only impacted on the liveability and character of our streets and neighbourhoods but has resulted in concerns relating to traffic management, stormwater management, overshadowing of existing properties, lack of carparking and an overall loss of amenity. This has been a result of the poor quality design of many infill developments. The impacts of infill development need to be more thoroughly considered in the Plan and good design, placemaking and best practice standards must be a central objective of the revised Plan"

Councils have also expressed concern that policy as it stands in the Code, does not adequately protect neighbourhoods and townships from the loss or damage buildings of

important historic character by demolition or poorly considered development. Specific risks identified by councils with the current policy include the broad and non-specific nature of Historic and Character Area Overlay Statements, and the significant loss of policy detail in the Code to meaningfully inform new development that protects and enhances the components of built form and streetscape that make up historic character. These concerns need to be addressed through the Plan to enable better policy in the Code.

Councils are also seeing a significant loss of private open space and tree canopy cover as a result of increased infill development. The loss of private open space and trees canopy cover on private land places pressure on local government to increase public open space and also increase tree planting on public land, which can be difficult where public land availability is limited. The loss of private open space and the tree canopy cover is impacting on the liveability of our streets and neighbourhoods.”

The Council supports reviews of the performance of policies for Corridor Zones, as recommended in the GAROC Issues Paper, and the performance of design policies in the *Planning and Design Code* more generally, along with the final set of recommendations from the Urban Forest inquiry (when available) with a view to strengthening protection of urban trees.

As mentioned earlier, the Council also supports:

- A more targeted approach to infill to deliver housing diversity and maintain heritage and significant character values, and which concentrates, rather than disperses, potential higher density development sites, to support orderly servicing and avoid poor quality, fragmented outcomes.
- A commitment to greater design quality and certainty and clarity about realisation of the physical outcomes sought by the *Planning and Design Code*.

3.19 Employment Lands (p146-)

The Council has identified the Employment Zones in Stepney and Glynde as significant employment lands, which are home to important food and beverage manufacturing precincts. Part of the context to this is extremely limited land currently available for light industrial and manufacturing uses within the Eastern Region of Adelaide.

While the Discussion Paper does not include the Glynde food and beverage manufacturing precinct in an infill growth investigation area, the Employment Zone in Stepney is depicted as a Strategic Infill Site which puts it in the same category as other former industrial sites that have been rezoned to promote higher density housing.

On page 147 of the Discussion Paper, it is stated:

P147 “Locations for inner-suburban employment precincts are often identified for rezoning to residential uses. This highlights the need to balance new city-fringe housing with future employment needs.”

The Council also agrees with the statement that:

“...while inner city employment land has become an attractive proposition for residential development, we need to safeguard employment land near where people live to continue providing services that meet the needs and demands of the growing population.”

The Council is pleased that the Discussion Paper acknowledges a need to protect key employment land in the inner-suburban context, like the Employment Zones at Stepney and Glynde, which supports a range of light industrial uses and more importantly a unique food and beverage manufacturing sector.

However, the Council is extremely concerned that the Discussion Paper appears somewhat conflicted with the option for both residential growth and employment land presented as options

for Stepney. This places industries and associated jobs vulnerable to being displaced by residential development at high risk.

On 1 September 2023, the Council wrote to the Chair of the State Planning Commission seeking the Commission's early response on the Glynde and Stepney Food and Beverage Manufacturing Precinct concept. The letters and accompanying information are included as **Attachment 1**. A reply has been received from the Commission and is also attached.

The relevant State Planning Policy stipulates that Regional Plans should clearly identify sites for employment lands and support clustering, which is consistent with the Council's objectives for Glynde and Stepney:

"Regional Plans should implement State Planning Policies by identifying existing and future sites for employment lands, strategic transport corridors, intermodal facilities and infrastructure requirements that support employment. Plans should also seek to reinforce clustering around key nodes and activity centres that are well-serviced by public transport, connected to priority freight routes and provide an attractive place to work." (State Planning Policy 9: Employment Lands)

Furthermore, the Discussion Paper states that a prosperous economy requires the State to have employment land that:

- will accommodate its current and future industries;
- is appropriately serviced and connected to the world through digital infrastructure, roads, rail, ports and airports;
- **is well connected to a skilled work force** and environments that are attractive places for talented workers; and
- **is protected from incompatible development and balances competing uses appropriately.**

emphasis added

The Discussion Paper suggests that the number of jobs in inner-suburban employment lands is expected to grow and with these jobs expected to be driven by knowledge-intensive activities that seek locations near the CBD and access to skilled workers. The City of Norwood Payneham & St Peters is well positioned to make a significant contribution to growth of the knowledge sector which is already a major asset locally. The Council welcomes this opportunity and is establishing Kent Town and West Norwood as key locations for its knowledge base sector. Encroachment into the Stepney Employment Zone to generate knowledge-based growth is not considered a requirement.

Notwithstanding that the Discussion Paper has identified the importance of protecting this land and a risk of displacing industries, there is a very concerning degree of internal conflict if our interpretation of a Strategic Infill Site designation and priority given to achieving a high population target before jobs growth is correct. This could see valuable employment land in Stepney converted to residential use, something the Council does not support.

As explained in the attached letter to the Chair, State Planning Commission, the Council is committed to protecting employment lands in both Glynde and Stepney and is in the process of developing specific strategies to further develop these zones into key food and beverage manufacturing precincts.

Since the letter was sent, the matter was considered by the Council's Business & Economic Development Advisory Committee.

The Council is committed to the retention of the Employment Zones in Glynde and Stepney. and is undertaking its own detailed investigations to form a long-term vision for these precincts during 2024.

These Employment Zones were formerly in the former Light Industry Zone, prior to the introduction of the *Planning and Design Code* in March 2021. The increased range of non-industrial uses that can establish in the Zone as envisaged uses has the potential to place pressure on or lead to displacement of manufacturing, even if Employment Zone is the best fit zone of available alternatives. The flexibility

introduced by the *Planning and Design Code* in terms of future retail, office, commercial and other uses of these employment precincts is a risk to sustained local manufacturing.

Food and Beverage Manufacturing in the City of Norwood Payneham & St Peters

The food and beverage manufacturing sector within the City of Norwood Payneham & St Peters is concentrated in the Employment Zones of Glynde and Stepney, with some smaller scale production elsewhere. It contributes approximately 395M (5.3%) of total output generated in the City of Norwood Payneham & St Peters.

In the period between 2015 – 2023, food manufacturing within the City of Norwood Payneham & St Peters experienced a growth rate of 10.2%, with beverage manufacturing growing at a rate of 13.29%.

Glynde Precinct Analysis

The Glynde Precinct is 8 kilometres northeast of the Adelaide CBD, with good access via Payneham, Glynburn, and Lower North East Roads.

There are currently 12 food and beverage manufacturing businesses located within the Glynde Precinct, representing 10.8% of all businesses. Since the introduction of the Code, there is an observed trend of demand for more retail use especially on sites with frontage to Glynburn Road, which if implemented will have a detrimental impact on the functionality of this precinct.

The Discussion Paper simplistically classifies Glynde as an Employment Zone for population serving uses – which based on the definition, are shaped by demand-generated activities to meet day-to-day needs. On a superficial level, the definition given in the Discussion Paper reflects some of the current uses in Glynde, but at the same time discounts the contribution of other businesses. Furthermore, this classification fails to apply any long-term vision such as that proposed by the Council in relation to a food and beverage manufacturing precinct.

Stepney Precinct Analysis

The Stepney Triangle is located approximately 2 kilometres from the Adelaide CBD and is bounded by Magill Road on the southern side, Nelson Street on the eastern side and Payneham Road along the north-western side.

Classification of Stepney in the Discussion Paper as *Knowledge Intensive* suggests a predetermined vision for Stepney, which loosely aligns with the concept of Strategic Infill, which if implemented, would see Stepney evolve as an extension of Kent Town and West Norwood and move away from its roots of being a mixed-use precinct with a light industrial component. If not managed properly this could see businesses such as Quinzi's forced out of the Precinct to accommodate the evolution of the Stepney Triangle as a Strategic Infill Site. The Council challenges the assumption that this represents a prudent approach to this employment land and proposes a different rationale and scope for investigations as outlined in the attached letter to the Commission (**Attachment 1**).

Identification as an area for Strategic Infill, strongly implies a housing driver which is likely to be at odds with the employment and economic objectives reflected in the strategic investigations commenced by the Council.

The Council investigations, which are being progressed as a matter of high priority and urgency, will include:

- researching the highest and best use (or mix of uses) for the Glynde and Stepney precincts;
- comparison of the food and beverage manufacturing precincts of Glynde and Stepney with other similar precincts across Greater Adelaide, the State and more broadly across Australia;
- identifying the level of demand for not only food and beverage manufacturing but also light industrial land in general;
- assessment of the opportunity cost of retaining the precincts as employment land versus other land uses, including potentially sacrificing employment land for residential use, in the case of Stepney; and

- the precincts' contribution to local and regional economies, employment generation, value chain linkages, innovation and technology adoption, and overall growth potential.

3.20 Open Space and Urban Greening (p160-)

The former State Government carparking area at Holton Court, St Peters, shown as a Neighbourhood Regeneration Investigation Area on **Figure 11**, p.141, is a logical addition to the Linear Park and MOSS.

On page 165, the Commission asks:

What are the most important factors for the Commission to consider in meeting future demand for open space?

What are the most important factors for the Commission to consider in reviewing and achieving the Urban Green Cover Target?

RESPONSE:

- The Council supports opportunities to make the most of existing and potential additional public or communal greenspace to support climate-ready communities, increased green cover, improved stormwater management, regeneration of urban creek-lines and urban heat mitigation.
- A review to help understand the cumulative environmental impacts of urban development and develop best practice policies for inclusion in the *Planning and Design Code*.
- As an immediate priority, increase the applicability of the general environmental provisions of the *Planning and Design Code* to ensure that opportunities to address sustainability are consistently applied to relevant uses and zones.

3.21 Implementing the GARP / Pulling It All Together (p166-)

The commitment to detailed investigation of infill and greenfield growth options is welcomed. The stated scope of investigations is generalised at a very high level, though and it will be important to enable effective and timely input by stakeholders including Local Government.

The recent advice from PLUS that the State Planning Commission will determine the scope of further investigations by the end of the year is therefore welcomed. The Council requests further involvement and input in ongoing investigations by the Commission relating to the local area and sub-region and the issues raised herein.

The success of planning for growth has critical dependencies with a substantive transport vision containing indicative priority transit investments and other transport strategies as an integrated package of urban growth strategies.

The release of a Discussion Paper as part of review of the *State Infrastructure Strategy* presents an opportunity for better integration of mutually dependent land use and infrastructure strategies.

Attachment B

Greater Adelaide Regional Plan Discussion Paper Submission

City of Norwood Payneham & St Peters
175 The Parade, Norwood SA 5067

Telephone 8366 4555
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Email townhall@npsp.sa.gov.au
Website www.npsp.sa.gov.au



City of
**Norwood
Payneham
& St Peters**

File Number: qA58633
Enquiries To: Robert Bria
Direct Telephone: 0431 754 077

1 September 2023

Mr Craig Holden
Chair, State Planning Commission
Level 10, 83 Pirie Street
ADELAIDE SA 5000

Via email: saplanningcommission@sa.gov.au

Dear Mr Holden

The Council has initiated a strategic review of Glynde and Stepney which are home to the City's food and beverage manufacturing precincts. The Council has endorsed this approach and at its meeting held on 3 July 2023, resolved, amongst a number of things, that staff prepare a report regarding the Glynde and Stepney Food and Beverage Manufacturing Precincts to:

- g) *identify threats and challenges to existing and future land use in Glynde and the Stepney Triangle to determine if there is a need for Council to prepare a Code Amendment to provide certainty to existing and potential food and beverage manufacturers regarding long-term planning and investment in the sector;*

I have enclosed for your information, a copy of the *Notice of Motion* and Council resolution, as this provides you with the relevant background associated with this issue.

To progress this initiative, on 9 August 2023, Council staff met with Jason Bailey, Manager, Planning & Design Code and Nadia Gencarelli, Team Leader, Code Amendments, to discuss a range of policy matters, including the options for a Code Amendment to protect the long-term investment and ongoing sustainability of food and beverage manufacturing in these locations.

As you are aware, Glynde and the Stepney Triangle are designated *Employment Zones* in the *Planning & Design Code*. The current zoning supports a broad range of land uses, including manufacturing, but not exclusivity of any particular type of manufacturing.

I note with interest the recently-released *Greater Adelaide Discussion Paper* which designates parts of the Stepney Triangle as strategic infill locations. The Council is in the process of considering the Discussion Paper and looks forward to a briefing session which has been scheduled on 25 September 2023, with representatives of the Commission and Planning and Land Use Services in attendance.

Notwithstanding this, in order for the Council to progress this issue, it would be helpful to receive early advice from the Commission regarding how it thinks the *Planning and Design Code* may be used to increase certainty and long-term investment for a particular industry sector, in this instance, the food and beverage manufacturing sector.

The Council looks forward to the Commission's advice on supporting the future of Glynde and the Stepney Triangle as food and beverage manufacturing precincts and what tools may be available in the *Planning & Design Code* to support this initiative.

Yours sincerely

Robert Bria
MAYOR

B



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100% Australian Made
Recycled Paper

Community
Well-being is...
Social Equity
Cultural Vitality
Economic Prosperity
Environmental
Sustainability

Attachment C

Greater Adelaide Regional Plan Discussion Paper Submission

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4 October 2023

Mayor Robert Bria
City of Norwood, Payneham, and St Peters

By email: lknight@npsp.sa.gov.au

Dear Mayor Bria

Supporting the Future of Glynde and the Stepney Triangle

Thank you for your correspondence dated 1 September 2023 and the opportunity to attend the Elected Member workshop about the Greater Adelaide Regional Plan discussion paper.

I look forward to further discussing the range of planning matters raised by elected members and staff with commission members, following receipt of a more detailed submission from Council. A meeting will be set up in the near future to go through these matters.

Specifically in relation to Glynde and Stepney Triangle as raised in your correspondence, I note that the council has resolved to (among other things):

“Identify threats and challenges to existing and future land use in Glynde and the Stepney Triangle to determine if there is a need for Council to prepare a Code Amendment to provide certainty to existing and potential food and beverage manufacturers regarding long-term planning and investment in the sector;”

I understand that these precincts are located within the Employment Zone. On face value, it appears that this is the appropriate zoning to support food and beverage manufacturing and would provide a high degree of certainty to current and future businesses that this use is appropriate. The Zone specifically identifies light industry as an envisaged land use.

I understand that the above action is currently with staff to identify any threats and challenges to food and manufacturing in Glynde and Stepney to provide certainty to these manufacturers. It is difficult for the Commission to provide direction in relation to this matter without this work being undertaken.

OFFICIAL

OFFICIAL

It would also be useful to understand any matters that may have arisen in relation to the planning system to warrant the council resolution to undertake this investigation, such as:

- Examples of proponents having difficulty obtaining planning consent for food and beverage manufacturing and an analysis of these policy barriers
- Examples of current food and beverage operations being jeopardised by recent developments approved under the Planning and Design Code Employment Zone policies.

With the release of the Greater Adelaide Regional Plan Discussion Paper, it would be useful for council to consider the broader strategic direction and economic value of employment activities and manufacturing in Stepney, noting that the Commission has identified it as a strategic infill investigation area.

It would also be useful for council to undertake investigations to consider whether industries of this nature have the potential to co-exist, be complimentary to, or mutually support a range of other uses in the future. It is noted that most small-scale beverage manufacturing industries often have an ancillary retail component that may benefit from a mix of residential and other commercial activities.

In addition, council should carefully consider other current and future industries that could be attracted to these precincts. A key reform pursued by the Commission with the introduction of the Code was a more flexible policy approach within employment zones, to enable a diversity of industry and commercial activities to respond to changing economic trends and industry needs.

I trust this information has been of assistance.

Yours sincerely



Craig Holden
Chair

Attachment D

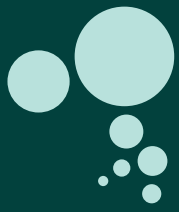
Greater Adelaide Regional Plan Discussion Paper Submission

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City of
**Norwood
Payneham
& St Peters**



**GREATER
ADELAIDE
REGIONAL
PLAN**

Discussion Paper



STATE
PLANNING
COMMISSION



Acknowledgment of Country

In preparing the Greater Adelaide Regional Plan Discussion Paper, we acknowledge the Kaurna, Peramangk, Ngarrindjeri, and Ngadjuri peoples as the Traditional Owners of the Greater Adelaide region. We also acknowledge and extend our respect to Elders past, present and emerging, and other First Nations peoples across South Australia.

Our aim is to walk side by side with First Nations peoples across our state, in a manner which is respectful to their cultural and heritage beliefs and to their spiritual connections with Country.

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Commission Chair's message



Craig Holden

Adelaide is internationally recognised as one of the most liveable cities in the world. We attract people and businesses from interstate and overseas to our enviable lifestyle and competitive business conditions.

Since 2011, the Greater Adelaide region has welcomed 167,000 new residents. This is modest population growth compared to other Australian capital cities. Current projections show that by 2051 an additional 670,000 people could join us. We must plan to accommodate this growth.

Our population is also changing. Household composition is changing. What people need or want from their housing is changing. This means we need to offer more housing choices.

Decisions about where to accommodate more people are complex. How and where we accommodate future population growth, and jobs associated with that growth, is a key question in drafting the Greater Adelaide Regional Plan (the GARP).



A unique and exciting opportunity to **shape the future** of the Greater Adelaide region.

The Discussion Paper is for all Greater Adelaide residents

Consulting our communities is central to developing the GARP. These views will help deliver a vibrant, inclusive and dynamic plan for our future. The Greater Adelaide Regional Plan Discussion Paper (the Discussion Paper) gives our communities and industries the information and tools to form ideas and to start the conversation.



The **Greater Adelaide Regional Plan** will deliver a vision for the Greater Adelaide region to 2051 and beyond.

The Discussion Paper will prompt debate and the exchange of ideas. Discussion will centre on the features and characteristics that make the Greater Adelaide region so special: our premium food and wine, our scenic landscapes and natural environment, our cultural and built heritage, our world class beaches and overall quality of life.



Where will **housing and jobs** go and how will people live as our population grows?

This Discussion Paper will also highlight the important role our planning system will play in tackling complex issues such as climate change, net zero aspirations, social equality, community resilience, housing choices, housing affordability and affordable living.



We want your **ideas and feedback** to help inform the Greater Adelaide Regional Plan.



We need more homes

The factors fuelling housing demand and influencing housing affordability in Adelaide are the same as in modern cities everywhere: changing economic circumstances, population growth, household composition, interest rates, taxation, investor demand and construction costs.

The GARP will support housing affordability by prioritising strategic growth and the release of serviced land.

Houses and jobs in the right locations will help homeowners and renters with living costs, including transport and utilities. Local, state and federal funding is important when planning infrastructure for new or existing neighbourhoods, so we can keep living costs down.

Over the next 30 years, the State Planning Commission (the Commission) aims for a more regenerative approach to long-term planning, one which promotes a greener, economically stronger and more equitable way of life. We want to encourage people to live locally by locating housing, jobs and services closer together so people can meet most of their daily needs within a comfortable walk, ride or public transport journey from home.

This Discussion Paper is the first step in a renewed conversation about how and where the Greater Adelaide region can grow responsibly for current and future generations. This means infill growth done well in the right places. It also means greenfield and township growth that does not compromise our valuable agricultural, environmental and tourism assets.



Arguments for and against exist for all growth options. There are no easy answers to achieving the Commission's aspirations for Greater Adelaide. That is why the Commission is inviting you to help plan the Adelaide region of our future.



The land supply projections for residential land across metropolitan Adelaide indicate that there is 15 years supply currently available. This Discussion Paper looks beyond this. Working in collaboration with the new Housing Infrastructure Planning Development Unit, the Commission aims to ensure adequate supply through to 2050 and beyond.





We can do infill better

Identifying opportunities for strategic infill development must be a priority. Larger sites near jobs, services and transport options can relieve housing pressure on other areas, such as our food and wine growing regions and heritage areas. With a master planned approach we can achieve higher densities that offer diverse and affordable housing close to businesses and industry.

Strategic infill makes sense environmentally and economically, and development is already underway in many identified infill sites.

Finding new larger infill sites will take time and coordination between landowners, councils, the community and government.

Small scale infill development, such as townhouses, currently provide around 30% of the housing supply in Greater Adelaide. Urban infill can be done better and this new regional plan will need to consider infrastructure, services and open spaces to support infill development and growth.





We can grow in the right places

Finding suitable greenfield land for development will be another part of the solution.

A 15-year supply of housing is in the pipeline. Developments are underway in the north and the south. But we need to identify greenfield opportunities for longer term housing and employment. In identifying these areas, we need to factor in new infrastructure, how we manage bushfire and flooding risks, and preserve important environmental areas.

More people, increasingly able to work from home, are moving to Greater Adelaide's idyllic regional centres and towns. So, we will also need to provide new housing and business services in our regional centres to meet this demand.



Future-proofing

Future generations are relying on us to make responsible planning decisions now to strengthen the sustainability, liveability, and prosperity of the Greater Adelaide region for the future.

The aim of the new GARP is to accommodate inevitable growth and change in the region. The Commission wants to hear from communities, councils and industry about how best to meet this challenge.

This Discussion Paper is the start of an important conversation. Your ideas and feedback will help us draft an effective and comprehensive plan for Greater Adelaide. We will share the resulting draft GARP for consultation in 2024.

Craig Holden

Chair, State Planning
Commission





Greater Adelaide

Change is certain. We need to plan for it.

Projections show Greater Adelaide's population could grow by up to 670,000 people over the next 30 years. That would be a 46% increase on today's population.¹ We need to be ready.

This anticipated population growth will help supply the skills necessary to meet current and future workforce needs in South Australia. And attracting entrepreneurs and job creators will help transform South Australia's economy.² Historically, South Australia has lower population growth than the national average. This is largely due to its smaller share of overseas migrants and the net loss of residents interstate. But population projections are only part of the story.

Our housing needs are also changing. The average household size is decreasing. Single person households have increased 78% over the last 30 years. This is the main reason why housing demand now outstrips population growth. If this trend continues, we will need an extra 300,000 homes over the next 30 years.

The GARP will set out for the long term how we sustainably bring land to market to meet our changing housing, employment and recreation needs. Identifying enough suitably zoned land will ensure we develop sustainably, which in turn, contributes to an inclusive, resilient and thriving region for our future generations.

¹ Based on 2021 Census data

² [SA-Economic-Statement.pdf \(premier.sa.gov.au\)](#)



Source: Renewal SA



Purpose of this Discussion Paper

This Discussion Paper will guide a collaborative process to develop the new plan. The Discussion Paper is divided into two core parts.

1. How should Greater Adelaide grow?

First, we invite discussion on how we expect our state and the world more broadly to change over the next 30 years. And how these changes might affect where and how we live and work. Here the Commission shares its insights into the possible impact of global trends on the region, and what they might mean for future land use decisions. We include questions to prompt ideas and feedback about how Greater Adelaide should grow.

2. Where should Greater Adelaide grow?

Second, we provide the foundation for detailed discussions about where we could accommodate growth. We explore where housing growth should occur, where land should be set aside for jobs, where transport and infrastructure investment should be prioritised, and where valuable environmental and conservation assets should be preserved.

The Commission hopes this Discussion Paper will stimulate fruitful discussion and fresh ideas about how and where Greater Adelaide will grow.

The role and function of the Greater Adelaide Regional Plan

The Commission, with the State Government’s endorsement, is preparing the new plan in collaboration with local government, state agencies, industry and the community. The State Planning Policies³ will guide its strategic framework.

The GARP will replace the current 30-Year Plan for Greater Adelaide⁴ (30-Year Plan). The final document will be available in a digital format and include maps identifying long-term urban land and infrastructure needs to support sustainable growth. Designed to respond to changing data, it will be live, interactive and easy to update.

The GARP will identify growth over a 15 to 30-year period by investigating and guiding:



Where **houses and employment** land will go



How **housing and population** will be serviced



Which areas need **conservation and protection**



What **major infrastructure** is needed and how it will be provided

³ State Planning Policies for South Australia - version 1.1 - 23 May 2019

⁴ livingadelaide.sa.gov.au/

Planning, Development and Infrastructure Act 2016 and Regulations

The overarching framework for SA's planning and development system, including Principles of Good Planning:





The Commission has set the following principles to guide the GARP's scope and preparation



Integrated

Bringing together land use planning with the delivery of transport infrastructure and public spaces



Relevant

Responds to economic growth, investment scenarios and other opportunities for the Region



Aligned

Reference, reflect and progress the objectives of the State Planning Policies and other Government strategies and plans



Visionary

A clear vision for the next 30-Years with short, medium and long term actions



User-friendly

Easy to understand and digital, with the focus on maps, graphics and actions



Measurable

Includes performance indicators to measure the success of the Plan



Land use focused

Identify sufficient land supply to support housing diversity, affordable living and employment growth

Snapshot of the Greater Adelaide Region

The Greater Adelaide region is home to more than 1.5 million people. It covers almost 11,000km², from Cape Jervis in the south, to Murray Bridge in the east and the Barossa in the north. The region comprises the lands and waters of four First Nations peoples: Kaurna, Ngarrindjeri, Ngadjuri and Peramangk.



1,515,491

Total population (2021)



84%

State's population



27

Local government areas



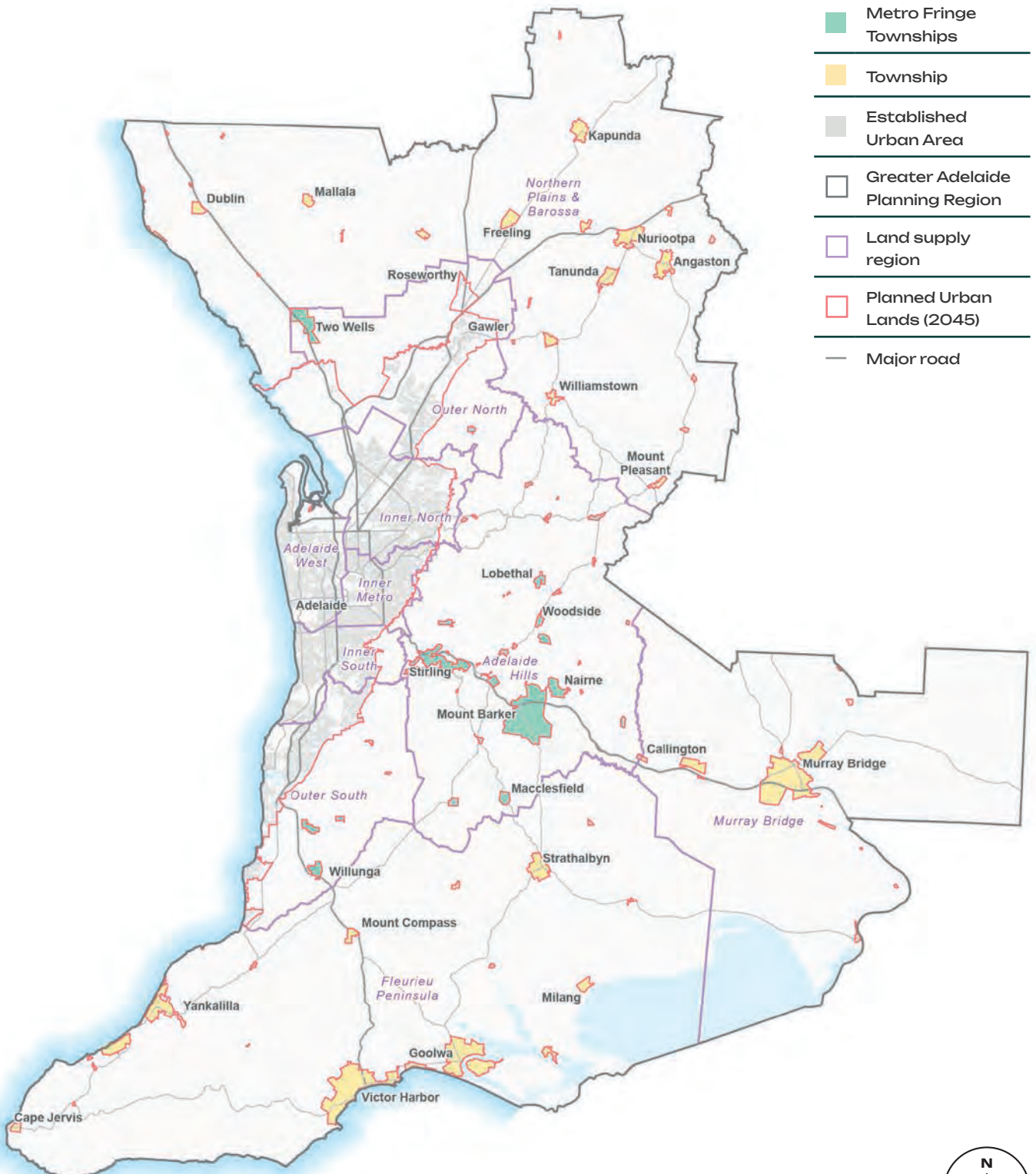
80%

of the State's economy



10,873km²

Total area



- Metro Fringe Townships

- Township

- Established Urban Area

- Greater Adelaide Planning Region

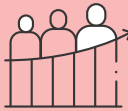
- Land supply region

- Planned Urban Lands (2045)

- Major road



Greater Adelaide snapshot



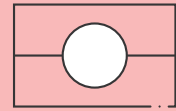
1.0%

Average annual population growth in the past 10 years



19.3%

Population over 65+ years



73.3%

SA's Aboriginal population living in the region



75%

Detached dwellings



1.3%

Average annual housing growth in the past 10 years



26.6%

Population born overseas



691,000

Total number of homes (2021)



78%

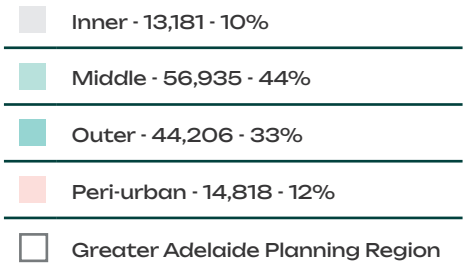
Increase in single households since 1991



52%

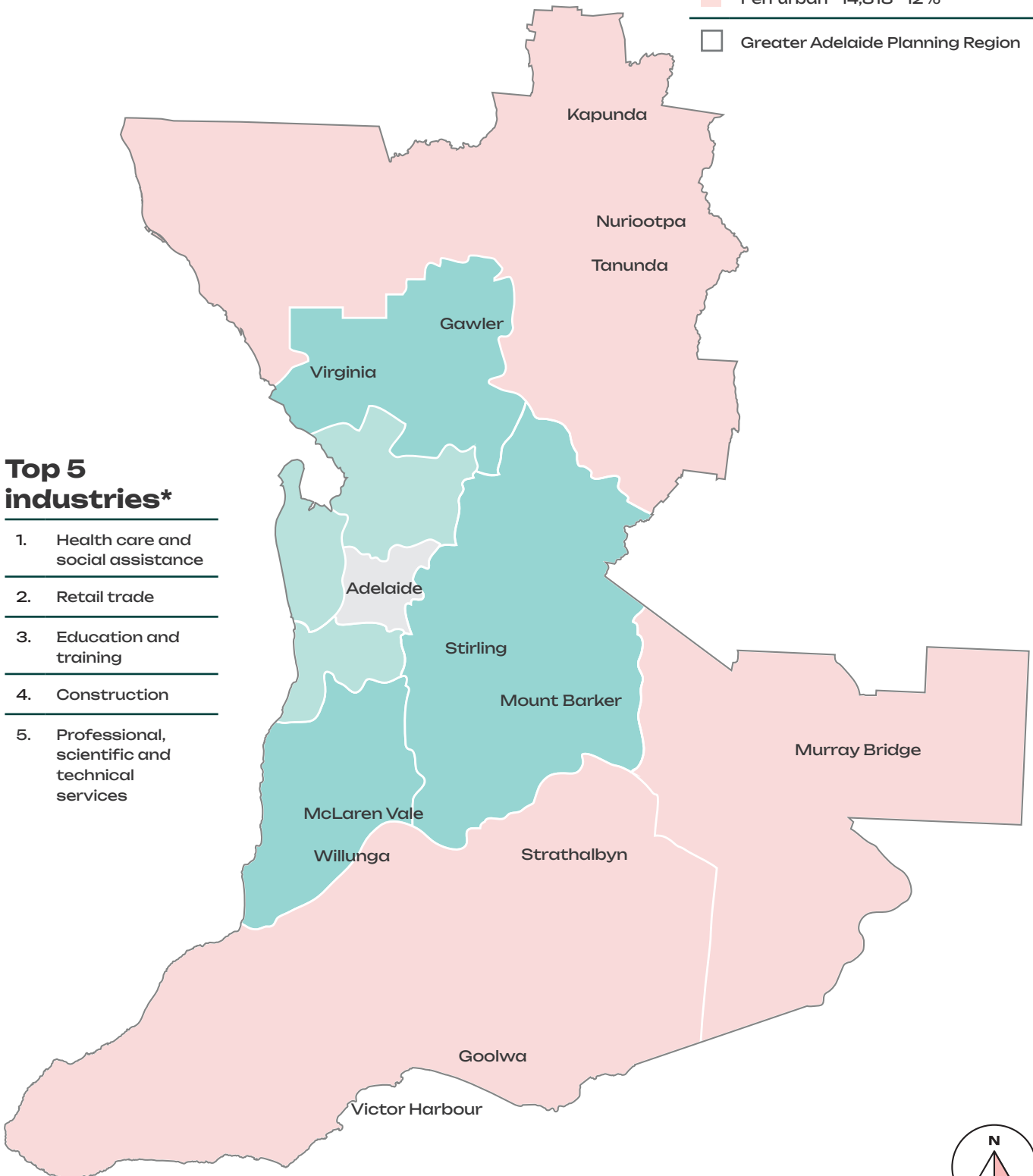
Increase in couples with no children since 1991

Population growth distribution By sub-region 2011-21



Top 5 industries*

1. Health care and social assistance
2. Retail trade
3. Education and training
4. Construction
5. Professional, scientific and technical services



* ABS data for the Greater Adelaide Capital City (GACC) region



How we got here

The decisions we make about our urban form today will affect our future generations. Adelaide has undergone a series of major development phases since becoming the capital of South Australia in 1836. Looking back, we can see how growth patterns, technological advancements, social trends, and decisions shaped our cities, centres and towns. Decisions like:

1836

The original concept of Adelaide as a city surrounded by a belt of park lands

1919

Garden City concepts at Colonel Light Gardens and elsewhere

1955

Establishing pioneering townships and suburbs, such as Elizabeth

1967

Protecting the Hills Face Zone

1997

Completing the first-of-its-kind River Torrens Linear Park

2012

Legislating the Barossa and McLaren Vale Character Preservation Districts



Aboriginal custodianship



Aboriginal people have lived on the land we now know as Greater Adelaide for 60,000 years. The region is home to four traditional owner groups, each with a deep spiritual connection to the land.

Pre-colonial Greater Adelaide was a diverse landscape of grassy plains, open woodlands and abundant wildlife.

First Nations people followed a complex system of land management and the reciprocal relationship between people and the land underpinned all aspects of life.

European settlement in 1836 brought about the destructive impact of colonisation, and dispossession of land and resources.

Settlement included widespread land clearing, cultivation of the land, and introduced new species, forever changing the landscape and ecosystem.

Map shows the general locations of Traditional Owner groups.

1836-1880

Settlement and township establishment



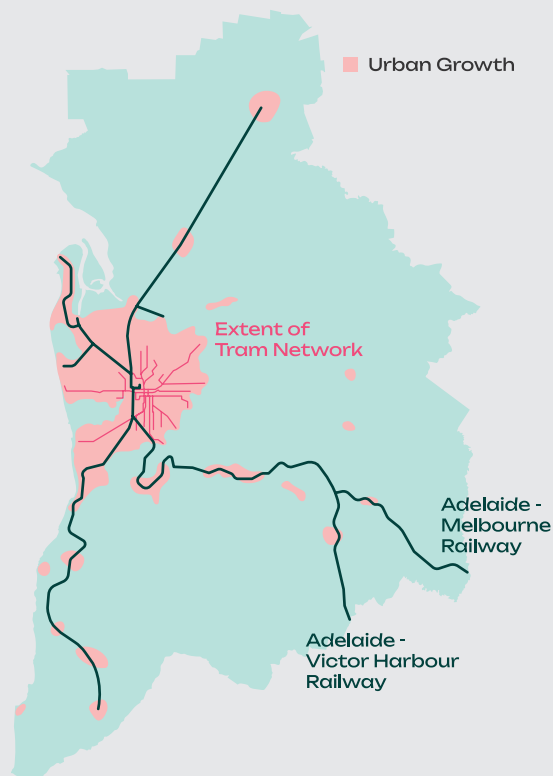
Adelaide is established on the banks of the River Torrens in 1836 as the capital of the British colony of South Australia. Colonel William Light planned a city surrounded by a belt of park lands. Adjacent villages and agricultural land parcels are established within easy travelling distance of Adelaide.

Development within and around Adelaide is dense. Mixed-use industries require separation westward along the banks of the River Torrens.

Walking, and horse and carriage are the main ways people and goods move around. Railway lines are built to connect key centres, first Adelaide to Port Adelaide, later Adelaide to Gawler. The railway lines allow Adelaide to expand north and west.

1881-1945

Suburbanisation and township expansion



Adelaide's urban areas continue to expand. Suburbs develop near the city, and more densely near high streets, tram stops and train stations. High streets provide goods and services to local communities.

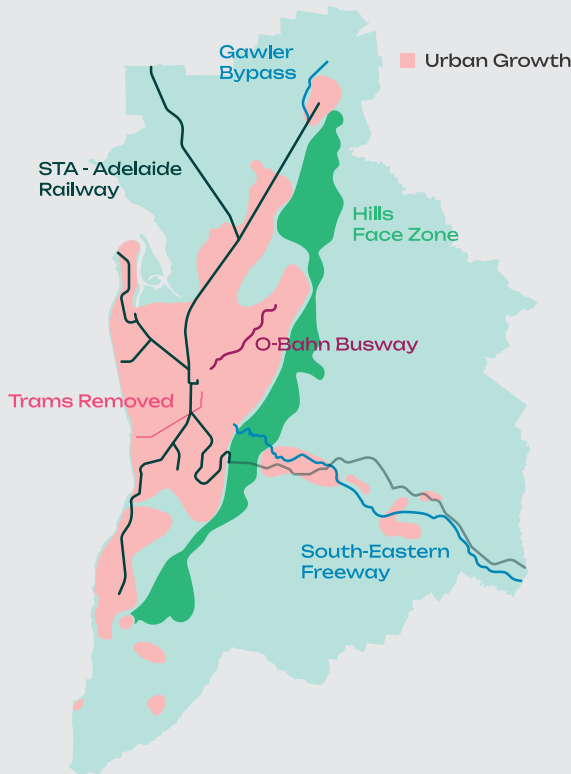
Some more densely developed early-settlement buildings fall into disrepair after economic downturns.

Public transport is by train and an expanding tram network. Electric trams gradually replace horse-drawn trams in the early 20th century. Private car ownership begins to influence the design of buildings and thoroughfares.

New housing growth in the city and surrounding suburbs is strong with new 'Garden City' concepts influencing town planning.

1946-1990

Metropolitan and township expansion



A new post-war urban form proliferates with low-density suburbia spread across Adelaide. The 'baby boom' drives development of single-storey, detached family homes on large blocks.

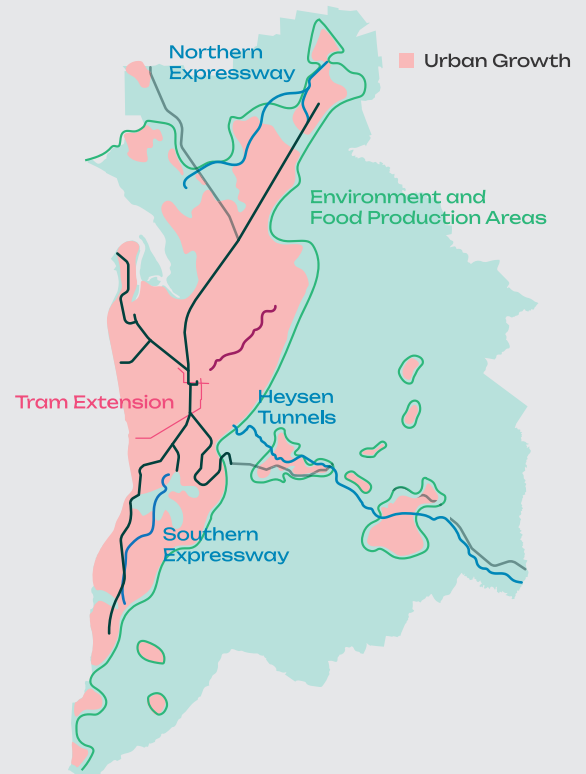
Suburban shopping centres become popular. They cater for increased private car ownership, forcing high streets into decline. Elizabeth is developed as a 'new town'.

Roads catering for the rise in private car ownership start to dominate urban form. In the late 1950s, most of Adelaide's tram network is removed and replaced with buses. Some train networks are also closed.

Later, the O-Bahn Busway and South Eastern Freeway are completed to support spreading residential development to outer metropolitan areas.

1991-2023

Metropolitan and township consolidation



Significant suburban expansion continues in Adelaide. Major new infrastructure such as the Northern and Southern expressways aids this expansion.

Emerging 'tree' and 'sea' change movements prompt significant growth in regional centres, such as Mount Barker.

Demand increases for new housing in established suburbs, with good access to services and transport. Small-scale infill development becomes a significant source of new housing.

Private cars continue to dominate. But emphasis on, and investment in, public transport increases, as does recognition of the role of walking and cycling in building healthy neighbourhoods.

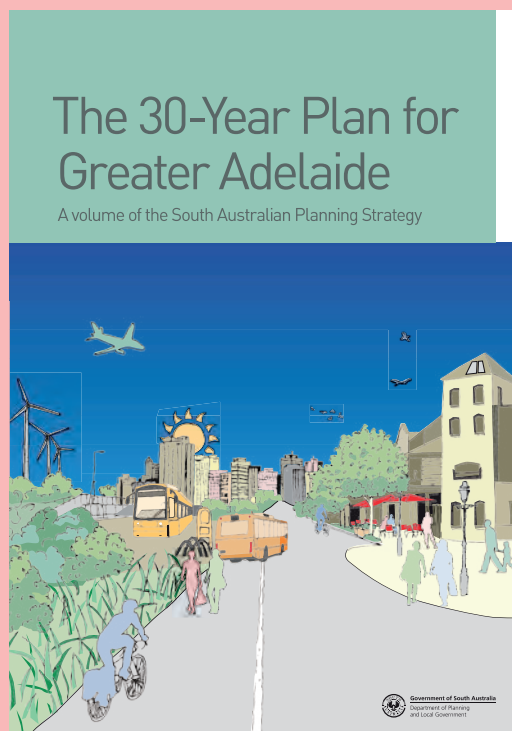


30-Year Plan for Greater Adelaide

Successive state government decisions since the release of the 30-Year Plan in 2010 have shaped our region today. Implementation was initially through the Housing and Employment Land Supply Program which ensured a rolling 15-year supply of land.

Under this program, growth area structure plans led to significant greenfield rezonings in northern Adelaide at Playford, Angle Vale, Gawler East, Riverlea, Virginia, Two Wells and Roseworthy. These greenfield rezonings were accompanied by stronger zoning at Greater Edinburgh Parks to protect it as a state strategic employment node. During this period, Mount Barker was also rezoned for urban growth, setting it on a path to becoming a significant urban centre servicing the Adelaide Hills.

More recently, residential greenfield rezonings in the south have been undertaken at Aldinga and Hackham. The 30-Year Plan has successfully staged major growth fronts across two time periods – zero to 15 years, and 16 to 30 years. Most land in the zero to 15-year timeframe is now rezoned and in development. Planning is underway for the longer-term growth fronts, including Concordia, Dry Creek and Sellicks Beach.



Also during the zero to 15-year period, the CBD and some inner-rim urban corridors were rezoned for apartment living, along with a significant number of infill rezonings led by local government. The State Design Review process was established to provide an independent evaluation process, in which a panel of built environment experts review the design quality of development proposals in these areas.

This era also introduced the first Transit Oriented Developments (TODs) at Bowden and Tonsley, along with the CBD's Lot Fourteen. Building on the success of Mawson Lakes, these precincts around key transport nodes combine new ways of working with convenient living. Adelaide needs more of these.



Significant strategic infill sites at Lightsview, St Clair, West Lakes, Dock One and Glenside have integrated successfully with existing neighbourhoods. These master planned communities provide high amenity for residents in well located areas. Adelaide also needs more of these.

Greater Adelaide has a healthy supply of zoned land. The state's new land supply monitoring platform will mean we know how much zoned land for new housing and jobs remains, so we can maintain a rolling 15-year supply.⁵ The GARP will need to identify land for the 16 to 30-year horizon.

Major government investment in infrastructure has supported Adelaide's growth. New road infrastructure includes the north-south corridor, Southern Expressway, Northern Connector, and Victor Harbor Road upgrades. This is complemented by intersection upgrades at Magill Road, Cross Road, Ovingham and Darlington, which aid movement within Adelaide's inner and middle suburbs. Greater Adelaide has expanded along these major transport spines.

Other recent major investments include the new Royal Adelaide Hospital. The government has also committed to the new Women's and Children's and Mt Barker hospitals, alongside several other hospital upgrades. Investment in new super schools in the CBD, Angle Vale and Aldinga will support these growing communities. Investment in the Port Stanvac Desalination Plant is also underpinning Greater Adelaide's growth.

⁵ This will be available on the Plan SA website in mid-2023.

The 30-Year Plan was not about growth at all costs

During this time the Barossa and McLaren Vale Character Preservation Districts were introduced, as well as the Environment and Food Production Areas (EFPAs), protecting 9,626km² from housing subdivision.

The State Government also reformed the state's planning system. The new electronic planning system is a rich data source we will use to underpin strategic decisions for the GARP.

Much of the 30-Year Plan is still relevant. It is a solid foundation on which to develop the new plan.



6,100ha
greenfield land
rezoned since 2015



18,527
apartments approved
since 2015



7,611
homes built
within the CBD



1,627
homes built in
urban corridors



10,273
homes built in key
strategic infill projects



P.1

How should Greater Adelaide grow?

A vision for the future

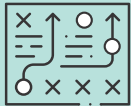
The GARP will establish a 30-year vision for the Greater Adelaide region. It will identify where people will live and work, how they will move around, and where they will access services. Specifically, the Planning, Development and Infrastructure Act 2016 (PDI Act) requires:

“A regional plan must be consistent with any state planning policy (insofar as may be relevant to the relevant region or area) and include— (a) a long-term vision (over a 15-to-30-year period) for the relevant region or area, including provisions about the integration of land use, transport infrastructure and the public realm;”

State Planning Policies

The State Planning Policies (SPPs), first released in January 2019, are the framework for orderly and consistent development across the State. The SPPs drive options for where South Australians will live, and how these areas are serviced. They cover integrated planning and design quality, and associated infrastructure and services. They also account for a range of environmental and natural resource considerations. The SPPs are intended to guide sustainable development, and support jobs and economic growth, while improving environmental outcomes.

In this Discussion Paper, you will be asked questions about where people could live in the future, as zoned urban land is taken up over the next 15-20 years. Options about where future populations will live are based on opportunities and constraints mapping. Much of this mapping is derived from the 16 SPPs:



1.
**Integrated
planning**



2.
**Design
quality**



3.
**Adaptive
reuse**



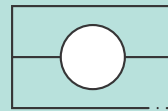
4.
Biodiversity



5.
**Climate
change**



6.
**Housing
supply and
diversity**



7.
**Cultural
heritage**



8.
**Primary
industry**



9.
**Employment
lands**



10.
**Mineral
and energy
resources**



11.
**Strategic
transport
infrastructure**



12.
Energy



13.
**Coastal
environment**



14.
**Water
security and
quality**



15.
**Natural
hazards**



16.
**Emissions and
hazardous
activities**

Strategic foresight and global trends

While the Commission relies on traditional tools to plan for long term growth and change, it has also explored ideas about the future, and plausible scenarios, to better prepare and plan for change.

Recent rapid changes – a global pandemic, social and political uncertainty, remote work, and the rise of digitisation – require us to look at different possible futures through scenario planning. For example, the Commission has considered scenarios such as:

- the impact of net zero emissions by 2050 on infrastructure delivery through increased renewables, and
- how continued working from home will impact on transport networks and what this could mean for the future of living and work arrangements.



Following consideration by the Department of Premier and Cabinet, industry experts and thought leaders, 12 major trends and drivers of change that will shape the future of Greater Adelaide have emerged.



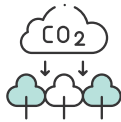
**1.
Housing
availability and
affordability**



**2.
Liveability**



**3.
Climate impacts
and biodiversity
loss**



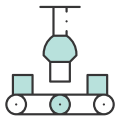
**4.
Decarbonisation**



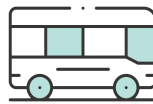
**5.
Digitisation**



**6.
Decentralisation**



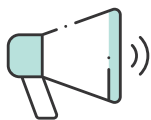
**7.
Automation
and advanced
manufacturing**



**8.
Changing
mobility
systems**



**9.
Workforce, skills
and migration**



**10.
Reconciliation,
including voice,
treaty, truth**



**11.
Food and water
security**



**12.
Societal
inequality**

Outcomes for Greater Adelaide

Based on the SPPs and global trends, the Commission has proposed the following four outcomes to guide the discussion about how Greater Adelaide should grow:



A **greener**, wilder and climate resilient environment



A more **equitable** and socially - cohesive place



A **strong economy** built on a smarter, cleaner, regenerative future



A greater choice of **housing** in the right places

The following pages expand on each of these outcomes, and what they could mean for land use planning decisions in the GARP.



For discussion

What do you think of the four outcomes guiding how Greater Adelaide should grow? Are there any other outcomes the commission should consider?

What other major trends and drivers might shape the future of Greater Adelaide? How should a land use plan address these trends and drivers?

A greener, wilder and climate resilient environment

The trends and drivers



**Climate impacts and
biodiversity loss**



Decentralisation



**Food and
water security**



Liveability



**Changing
mobility systems**



Source: Heart Foundation and Sweet Lime Photo



Climate change will impact all areas of our society. Increasing greenhouse gases in the atmosphere is changing climate patterns and weather events. Globally, average surface air temperature has warmed by more than one degree Celsius since reliable records began in 1850. In Australia, the climate has warmed on average by 1.47 degrees Celsius since 1910.



Why this is important

Our future prosperity, the liveability of our cities and towns, the health and wellbeing of our communities and the resilience of our built and natural environment all depend on how well we adapt to and mitigate the impacts of climate change. The extreme effects of climate change on urban environments are well established. South Australia is becoming hotter and drier, and experiencing extreme events like heatwaves, bushfires and flooding, which are increasing in frequency and intensity.

Since the 1950s, hot days and heatwaves have become hotter and more frequent. Heavy rainfall events have also increased in frequency and intensity. Projections suggest temperatures will rise as much as 2.1 degrees Celsius above the long-term average by 2050.⁶ It is expected by 2030 there will be an additional 14 days above 40 degrees every year.⁷

In 2022, South Australia joined other jurisdictions around the world to declare a climate emergency, reaffirming the State's commitment to building science-based policies to prepare for the realities of climate change. And we signalled the State's commitment to act.⁸

The projected changes to our climate are described in the Guide to climate projections for risk assessment and planning in South Australia⁹, and summarised in Figure 1.

⁶ [climate-change-action-plan-2021-2025.pdf \(environment.sa.gov.au\) \(pg8\)](#)





⁷ [data.environment.sa.gov.au/Content/Publications/New%20climate%20change%20projections%20for%20SA%20maps%20and%20findings%202022.pdf](#)

⁸ [www.environment.sa.gov.au/goodliving/posts/2022/06/climate-emergency-declaration-south-australia](#)

⁹ [Department for Environment and Water - Latest climate projections for SA](#)

Figure 1 – Guide to climate projections for risk assessment and planning in South Australia

Source: Department for Environment and Water

	Projected Change	Associated Risks
 <p>Higher Temperatures</p>	<ul style="list-style-type: none"> Higher average daily maximum temperatures Longer, hotter and more frequent heatwaves. 	<ul style="list-style-type: none"> Reduced agricultural productivity Changes in distribution and abundance of pest plants and animals Increased risks of heat related illness and death.
 <p>Drier with more time in drought</p>	<ul style="list-style-type: none"> Reduced average annual rainfall Reduced spring rainfall More time spent in drought. 	<ul style="list-style-type: none"> Increased stress on water resources Reduced condition of water dependent ecosystem Reduced agricultural productivity.
 <p>More dangerous fire weather</p>	<ul style="list-style-type: none"> More days of dangerous fire weather Longer fire seasons. 	<ul style="list-style-type: none"> Increased risks to public health and safety Increased damage or destruction of assets, infrastructure and the natural environment.
 <p>More intense heavy rainfall events</p>	<ul style="list-style-type: none"> More rain falling in extreme rainfall events More frequent extreme rainfall events. 	<ul style="list-style-type: none"> Increased flood risk Increased damage to assets, particularly roads and bridges Increased damage to food crops.
 <p>Rising sea levels</p>	<ul style="list-style-type: none"> Increasing average sea levels Increased height of extreme sea level events. 	<ul style="list-style-type: none"> Increased coastal flooding Increased erosion of beaches and damage or destruction of coastal assets.

Our approach to climate change

Consistent with the South Australian government's approach, the South Australian planning system aims to promote climate change mitigation and adaptation.

By undertaking both mitigation and adaptation solutions, we can deliver tangible climate change outcomes as well as many co-benefits including cost savings, energy conservation and improved community connection.



Adaptation

Climate change adaptation is the process of responding to the actual or expected climate and its effects. Adaptation works to manage the risks caused by climate change already in train and those caused by potential future climate change.



Mitigation

Climate change mitigation seeks to reduce the release of greenhouse gas emissions to the atmosphere, including reducing the sources of emissions (for example burning fossil fuels) or increased the 'sinks' that accumulate and store greenhouse gases (for example in forests, wetlands and soils).



Complementary approaches

Some planning interventions achieve both mitigation and adaptation outcomes. For example, the planning system might promote urban greening which stores greenhouse gas emissions while also helping us to adapt by cooling our suburbs as average temperatures rise.

Adaptation

Actions to manage the impacts of climate change



Infrastructure and building design



Flood protection



Disaster management and business continuity

Complimentary approaches



Complete communities



Urban forest



Water and energy conservation



Sustainable transportation



Energy efficiency



Renewable energy

Mitigation

Actions to reduce emissions that cause climate change





Urban greening and biodiversity

Adelaide's green credentials have been recognised globally. In 2021, Adelaide was named the world's second National Park City.¹⁰ National Geographic recognised Adelaide as the 6th most sustainable destination in the world.¹¹ This is evidenced by Adelaide's 30 percent green space, and its diverse wildlife, including 1,080 native plant species, 281 native species of birds, 60 native fish species, and 47 native mammal species, together with more than 58 reptile species.¹²

We need to do more to protect our tree canopy, which is declining in some areas of Greater Adelaide. The state government is committed to delivering best practice tree protection regulations. The Commission's work underpins this commitment through establishment of an evidence base to review policy relating to trees and open space in urban areas.

A greener, wilder and climate resilient region is the key to creating a cooler living environment, protecting and improving biodiversity, and ensuring water and food security. Trees and other vegetation can reduce land surface temperature by between 5 and 6 degrees Celsius during heatwaves.¹³

So, we need to value and protect trees, create more green spaces, implement water sensitive urban design, and minimise the impact of development on areas with environmental value. And, doing so makes good economic sense. Green Adelaide's Urban Greening Strategy Discussion Paper¹⁴ documents the substantial benefits of a greener and wilder environment.

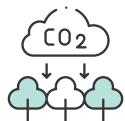
¹⁰ By the international National Park City Foundation

¹¹ [Best of the World: seven sustainable destinations for 2022 and beyond | National Geographic](#)

¹² www.greenadelaide.sa.gov.au/news/2021-adelaide-becomes-national-park-city

¹³ [climate-change-action-plan-2021-2025.pdf \(environment.sa.gov.au\) \(pg38\)](#)

¹⁴ [Discussion-paper_Urban-greening-strategy_March-2023_V2.pdf \(environment.sa.gov.au\)](#)



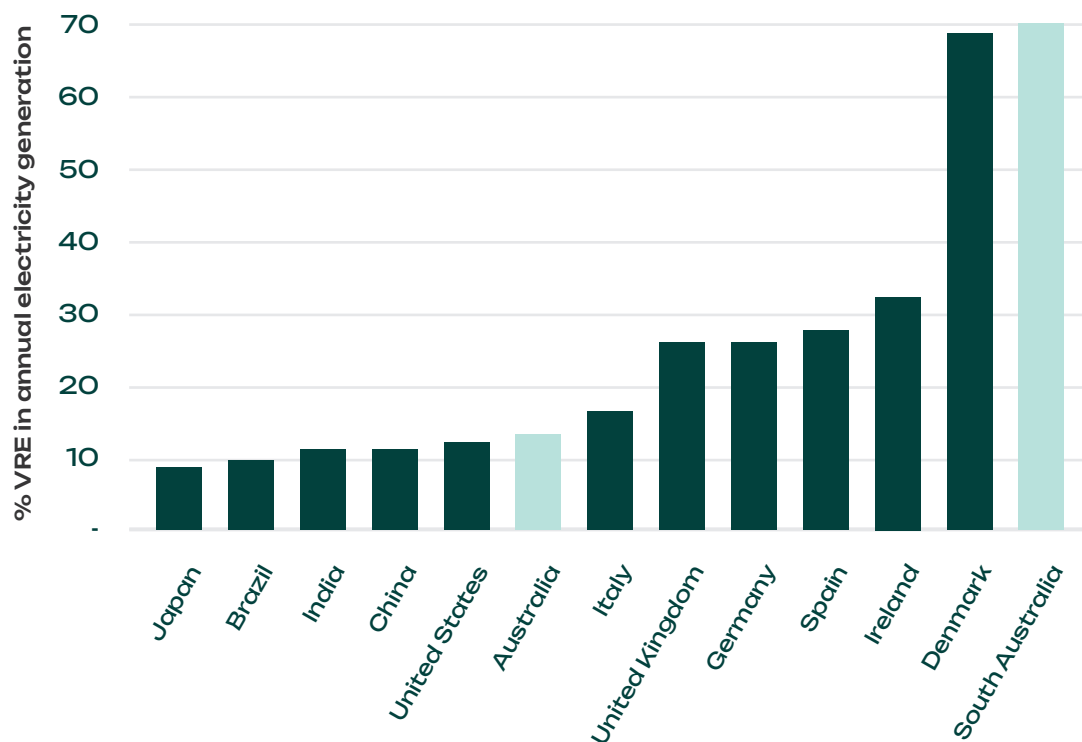
Decarbonisation

Decarbonisation is crucial for creating a more climate resilient future. South Australia is on track to achieve the goal of net 100% renewable electricity by 2030. And the State’s Climate Change Action Plan has set a target of net zero emissions by 2050. South Australia recorded a 32% reduction in greenhouse gas emissions between 2005 and 2018.¹⁵ But we need to do more to achieve net zero.

The planning system can help by providing policies and regulatory tools to support decarbonisation and regeneration, cleaner industries, and innovative building design.

In the past eight years, the state government has approved 51 renewable energy facilities over 5MW. Significant built projects include the Taillem Bend Solar Farm (Stages 1 and 2), Lincoln Gap Windfarm (Stages 1 and 2), and the Port Augusta Renewable Energy Park. The Goyder South Hybrid Renewable Energy Park – the state’s largest – is under construction south of Burra. This is commendable, but we can do more.

SA ranked number one globally for annual renewable energy



¹⁵ [climate-change-action-plan-2021-2025.pdf \(environment.sa.gov.au\)](#) (pg10)





Transport is the largest contributor to greenhouse gas emissions in the state. It is responsible for 29% of all emissions.¹⁶

Changing the way people and goods move around is a critical part of achieving net zero. Electric vehicle (EV) uptake in South Australia is slowly increasing. In 10 to 15 years, Infrastructure Australia estimates 30% of new vehicle sales in Australia will be electric.¹⁷ We will need new household and community infrastructure to support greater EV usage.

On average most private vehicles are used only 4% of the time,¹⁸ with vehicles parked somewhere for the remainder. While many people need cars, disrupting car use habits can bring significant health and environmental benefits.

The planning system can help with this by enabling a more walkable urban form, better access to public transport, and by supporting low emissions transport technology. The state government's Climate Change Action Plan provides an overview of how this target can be achieved by avoiding, shifting and reducing the use of private cars, as showing in Figure 2.¹⁹

¹⁶ Department for Environment and Water - South Australia's greenhouse...

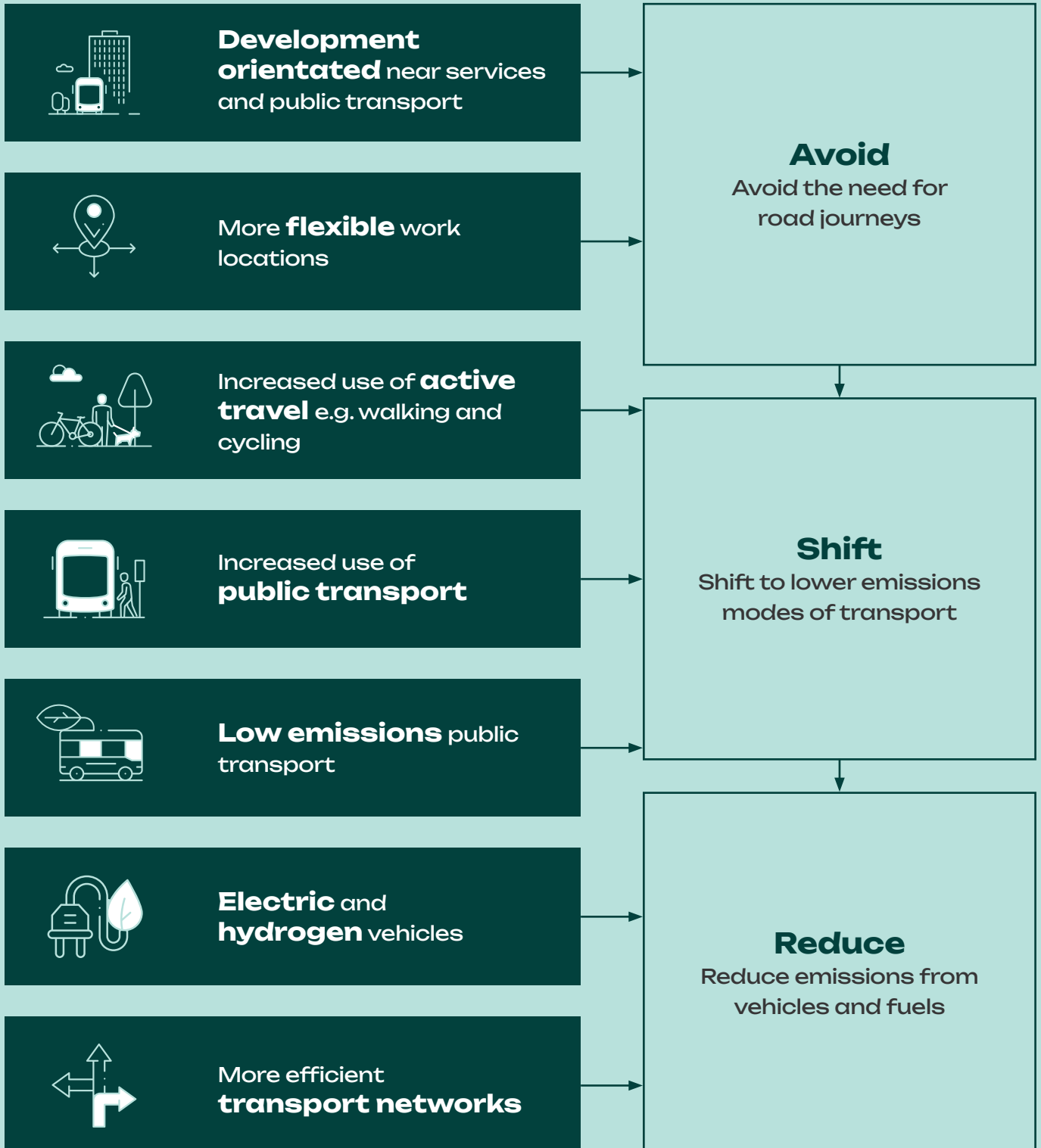
¹⁷ 20-Year-State-Infrastructure-Strategy-Full.pdf (pg.128)

¹⁸ www.infrastructureaustralia.gov.au/sites/default/files/2020-09/2019_AIAudit_may2020_update.pdf

¹⁹ cdn.environment.sa.gov.au/environment/docs/climate-change-action-plan-2021-2025.pdf (pg. 32)

Figure 2 – Climate Change Action Plan: ideas to promote active transport

Source: Department of Environment and Water





Natural hazards

As the climate changes, Greater Adelaide faces a range of natural hazards including coastal flooding, erosion, sea level rise and bushfires. To create a more resilient urban environment, we must:

- direct new development away from high-risk areas exposed to high hazard risk
- ensure enough supply and options for people to live in locations where they can avoid hazards
- locate more vulnerable and sensitive uses (such as hospitals, aged care facilities and critical infrastructure) away from hazardous areas.

The Commission is focussed on understanding hazard risk and climate change adaptation to better manage risk for community. This has resulted in new state-wide mapping of riverine and surface water flood hazards and refined bushfire hazard mapping. The GARP will incorporate this mapping to inform decisions about land use policy and infrastructure.



Riverland, Murray Bridge





Water security

Water supports the prosperity of our people, environment, cultural heritage and economy. Our resilient water future must balance affordability with the maintenance of ongoing water supply and ensure liveability in the face of climate change impacts and a growing population.

Greater Adelaide's urban water system currently relies heavily on climate-dependent water sources, such as the Mt Lofty Ranges catchment and the River Murray. The Adelaide Desalination Plant provides climate-independent water source, and use of recycled water is relieving pressure on the system. However, we know that further resilience is required to meet the needs of Greater Adelaide now and for generations to come.

SA Water is working collaboratively with key stakeholders across Greater Adelaide's water sector to develop the Resilient Water Futures Strategy. This will outline the vision and objectives of a collaborative, integrated and adaptive approach to water management for Greater Adelaide.

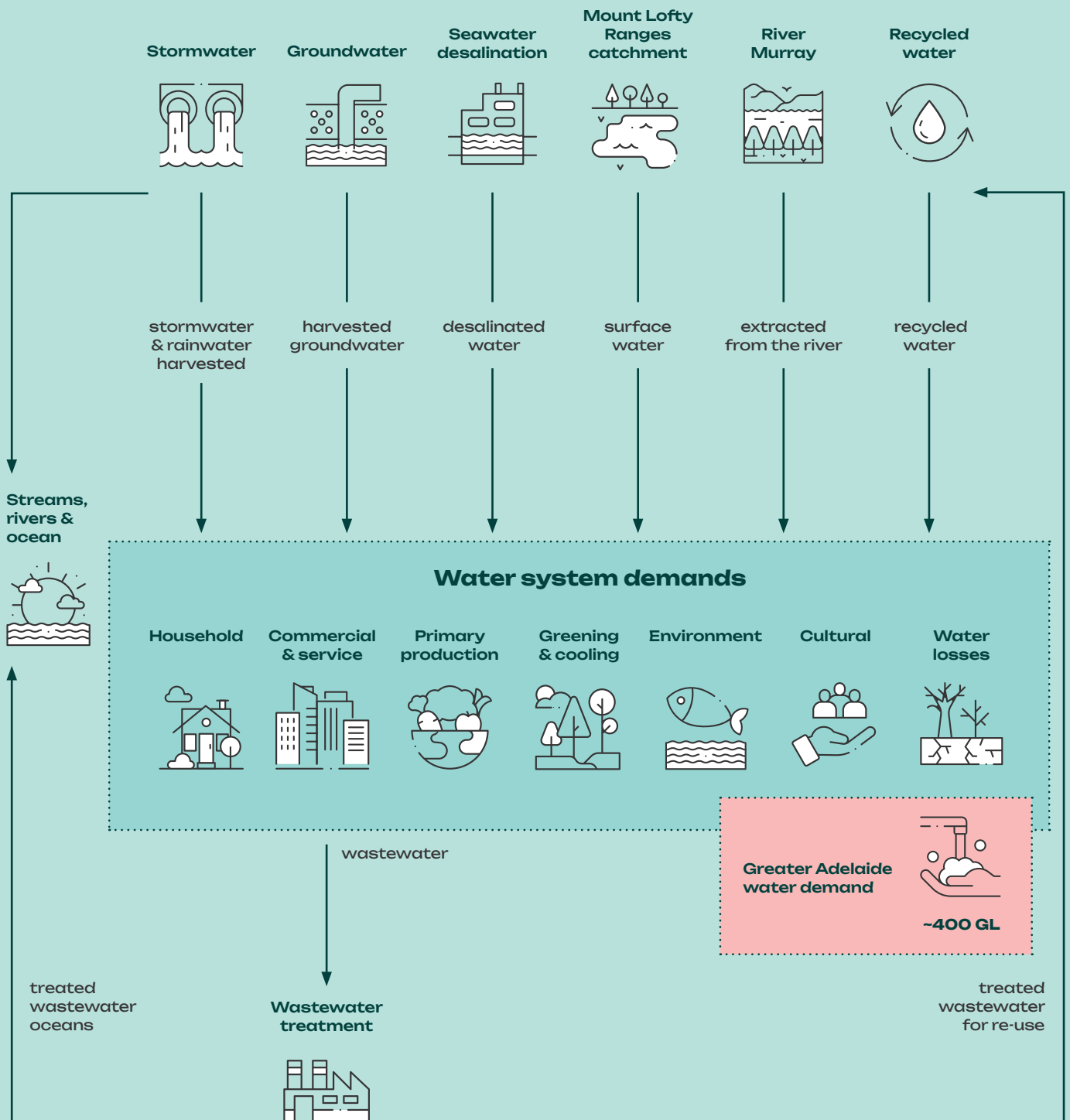
The strategy will consider a range of pathways which can ensure the resilience of the urban water system in potential future scenarios. This includes consideration of projected climate change impacts and future growth outlined in the GARP.



Figure 3 – Greater Adelaide’s urban water system

Source: SA Water

Water source options



Priorities and directions

The SPPs have established the state's priorities and directions for how Greater Adelaide can become a greener, wilder and climate resilient region.

Related SPPs

What could the planning system do

Ideas for the GARP

SPP 1 – Integrated Planning

- Promote an urban form that encourages greater use of active transport options, such as walking, cycling and public transport.
- Continue to have a target for walkable communities that is annually benchmarked and reported
- Identify sites for strategic infill along major corridors, transport routes, and activity centres serviced by rapid transit public transport
- Identify new areas for renewal, as our major strategic brownfield sites such as Lightsview and Bowden become full
- Plan new greenfield growth near existing or new employment nodes
- Capitalise growth in areas with existing open space networks in the CBD, along river corridors and near major urban parks
- Capitalise growth in areas well serviced by active travel networks, including designated cycle ways, such as the Mike Turtur and Amy Gillett bikeways.

Related SPPs	What could the planning system do	Ideas for the GARP
SPP 4 – Biodiversity	<ul style="list-style-type: none"> Identify areas with national or state environmental significance. 	<ul style="list-style-type: none"> Avoid growth in areas of national and state environmental significance Continue to enforce the McLaren Vale and Barossa Character Preservation Districts Provide a 15-year supply of land for housing in less constrained areas, before looking to ‘edge’ areas or areas of least significance within the EFPAs Maintain ‘greenbelts’ between townships and growth areas. Identify new regional open space connections and biodiversity corridors.
SPP 5 – Climate Change	<ul style="list-style-type: none"> Facilitate development that does not increase vulnerability to, or exacerbate the impacts of, climate change, and which makes the fullest possible contribution to mitigation of Climate Change through measures such as energy efficient design, Water Sensitive Urban Design (WSUD) and urban greening. 	<ul style="list-style-type: none"> Continue to map the tree canopy to identify urban greening priorities and establish new targets that are annually benchmarked and reported on Revise and expand the Metropolitan Open Space System to improve access to quality, functional open space Identify future water needs to support growth and inform an Urban Water Strategy Explore options for introducing sustainability frameworks to master planned developments.

Related SPPs	What could the planning system do	Ideas for the GARP
SPP 12 – Energy	<ul style="list-style-type: none"> Identify the appropriate location and types of infrastructure required for clean energy technology. 	<ul style="list-style-type: none"> Identify locations for renewable energy infrastructure, while avoiding areas of high scenic and environmental value Identify opportunities for community energy generation and battery schemes at land division stage.
SPP 13 – Coastal Environment	<ul style="list-style-type: none"> Identify conservation areas and areas susceptible to coastal hazards and consider risk mitigation and adaptation strategies. 	<ul style="list-style-type: none"> Avoid growth in areas susceptible to inundation and coastal erosion Identify coastal infrastructure priorities to mitigate climate risks.
SPP 14 – Water Security and Quality	<ul style="list-style-type: none"> Identify and map watershed areas that should be protected. 	<ul style="list-style-type: none"> Continue to avoid residential growth in watershed areas. Review appropriate land uses in the watershed and provide appropriate policy to support such development Collaborate with SA Water to identify a resilient future water network that accommodates future growth.
SPP 15 – Natural Hazards	<ul style="list-style-type: none"> Identify areas susceptible to natural hazards and consider risk mitigation and adaptation strategies. 	<ul style="list-style-type: none"> Maintain up-to-date hazard mapping Avoid residential development and state critical infrastructure in areas of high-risk flood, bushfire and landslide, unless the threat can be mitigated through appropriate policies.



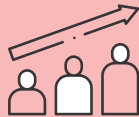
For discussion

What else could the Greater Adelaide Regional Plan do to contribute to a greener, wilder and climate resilient environment?



A more equitable and socially cohesive place

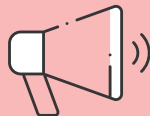
The trends and drivers



Social inequality



Liveability



Reconciliation, including voice, treaty, truth



Housing availability and affordability



Climate impacts and biodiversity loss



Why this is important

Equity is when everyone has access to opportunities necessary to satisfy essential needs, advance their wellbeing, and achieve their full potential.

Every person, no matter where they live, should have access to transport, employment, healthcare, shops and services and high-quality green space. But many do not. Inequality has been rising sharply in English-speaking countries over the past 30 years.²⁰

Inequality shows within cities and towns in several ways. The quality of open public spaces greatly affects opportunities for recreation, social connection and cultural enrichment. These important factors combine to affect the health and wellbeing of individuals and communities.²¹ Convenient access to services, more transport options, and better environmental design mean living costs are lower in quality neighbourhoods than in socially isolated ones. Carefully planned neighbourhoods tend to be greener, safer, healthier, more prosperous, and better serviced.

While the purchase price of a home in an established infill area is often higher than in a greenfield development, the commuting costs and travel time costs can be 30% (middle ring suburb), and even up to 60% (CBD) less than for greenfield areas. In addition, households in outer-suburban areas are not only likely to travel further to access services such as education, shops, and recreation, but they are also more vulnerable to car-related costs such as increasing petrol prices.²²

Social infrastructure is critical for communities. It connects people to services and opportunities to enhance their quality of life. Social infrastructure comprises the facilities, public space networks, and services that support individual and community wellbeing. However, the challenges of delivering this across all Australian cities are complex and increasing. Government health expenditure per person is expected to double over the next 40 years. School infrastructure across the nation is ageing, and not keeping pace with demand in fast-growing cities.²³

²⁰ [Income Inequality - Our World in Data](#)

²¹ [Social determinants of health \(who.int\)](#)

²² [Microsoft Word - October Draft Report v6 \(planning.vic.gov.au\)](#)

²³ https://www.infrastructureaustralia.gov.au/sites/default/files/2021-09/2021_Master_Plan_1.pdf

The Australian Infrastructure Plan identifies ways cities can respond to this challenge.

These include:

- embracing technology to optimise delivery of social services
- establishing education hubs to support lifelong learning
- co-locating shared facilities in mixed-use precincts that combine health, education, and social facilities with residential and commercial development to drive collaboration, job creation, learning and innovation.

In 2021, the Economist's Global Liveability Index²⁴ ranked Adelaide as Australia's most liveable city, and the world's third most liveable city. Good planning can help spread the benefits of living in a highly-rated liveable region more equitably. The South Australian Economic Statement says protecting and enhancing our reputation as one of the world's most liveable cities will also help to attract and retain the best and brightest talent to support a prosperous economy.

Decisions about the location, cost and delivery of housing go beyond the cost of purchasing a house and land. We need to consider how our decisions will impact access to infrastructure and services, ongoing living costs for individuals, and the broader costs of providing services and infrastructure.

While Adelaide ranks highly on global liveability and quality of life ratings, these benefits are not evenly distributed across the community.

Over the past three decades, socio-economic inequality has risen slightly in Australia, but outcomes differ across population groups and places. Inequality is particularly stark for groups facing 'deep and persistent' disadvantage.²⁵ These include children, sole parents, people with a disability, the unemployed, low-income earners, and Aboriginal people. Aboriginal people are over-represented among people experiencing homelessness.²⁶

The South Australian Government has committed to a state-based implementation of the Uluru Statement from the Heart. This began with the implementation of a First Nations Voice to the South Australian Parliament.²⁷ We can also look at ways to incorporate Aboriginal voices and cultural knowledge in the planning system through deeper engagement.

Providing access to culturally appropriate health care and services, and to infrastructure that connects people through culture and language, can also bolster connections and understanding, and lead to more employment and leadership opportunities.

²⁴ Global Liveability Index 2021 Report | Economist Intelligence Unit (eiu.com)

²⁵ www.infrastructureaustralia.gov.au/sites/default/files/2020-09/2019_AIAudit_may2020_update.pdf (pg. 184)

²⁶ www.infrastructureaustralia.gov.au/sites/default/files/2020-09/2019_AIAudit_may2020_update.pdf (pg. 185)

²⁷ First Nations Voice to the South Australian Parliament | Attorney-General's Department (agd.sa.gov.au)



Average wealth of a household in the **highest 20% is 100 times that** of a household in the **lowest 20%**



In 2017, the **poorest 50%** of Australians had **3.7% of national wealth**, down from **3.9%** in 2007



Priorities and directions

The SPPs have established the state's priorities and directions for how the GARP can contribute to Greater Adelaide becoming more equitable and socially cohesive.

Related SPPs

What could the planning system do

Ideas for the GARP

SPP 1 – Integrated Planning

- Identify areas for growth that are or can be serviced by cost effective infrastructure and maximise positive social outcomes.

- Concentrate growth in areas that can capitalise on previous, or planned investments in major physical and social infrastructure (e.g. roads, schools, healthcare, water)
- Prioritise and stage the release of zoned land based on transparency of costs to the community of different forms of housing supply (including upfront development and ongoing living costs).

SPP 2- Design Quality

- Identify the need for high-quality open spaces, public realms, activity centres, and neighbourhood character.

- Identify priority areas for investment in open space and public realm improvements
- Identify areas to investigate for additional heritage and character protections
- More targeted approach to infill development to preserve neighbourhoods of major historic or cultural significance
- Ensure urban greening policies are applied equitably across all forms of housing supply (i.e. greenfield and infill).

Related SPPs	What could the planning system do	Ideas for the GARP
SPP 3 – Adaptive Reuse	<ul style="list-style-type: none"> Identify opportunities to enhance areas of cultural or heritage value. 	<ul style="list-style-type: none"> Identify underused buildings to provide cultural, social and economic benefits and target for investment (include underused historical precincts and assets).
SPP 6 – Housing Supply and Diversity	<ul style="list-style-type: none"> Identify housing opportunities in areas well-connected to services, employment and infrastructure. 	<ul style="list-style-type: none"> Identify strategic infill sites to provide more housing choices in areas near public transport, services and employment options.
SPP 7 – Cultural Heritage	<ul style="list-style-type: none"> Recognise and support the appropriate conservation of areas and places of cultural heritage significance. 	<ul style="list-style-type: none"> Recognise and protect Aboriginal cultural heritage through better engagement with Aboriginal peoples and identification of sites and areas of significance.
SPP 9 – Employment Lands	<ul style="list-style-type: none"> Identify employment lands well serviced by public transport, and which provide an attractive place to work. 	<ul style="list-style-type: none"> Distribute sufficient employment lands to meet local demand for jobs and reduce travel distances Identify areas for mixed-use developments that bring together housing, jobs and lifelong learning.
SPP 15 – Natural Hazards	<ul style="list-style-type: none"> Avoid natural hazards in the identification of new growth areas. 	<ul style="list-style-type: none"> Avoid residential development in areas of high-risk flood, bushfire and landslide, unless mitigation is cost-effective.



For discussion

What else could the Greater Adelaide Regional Plan do to contribute to a more equitable and socially cohesive region?





A strong economy built on a smarter, cleaner, regenerative future

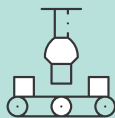
The trends and drivers



Digitisation



Decentralisation



Automation and advanced manufacturing



Workforce, skills and migration



Changing mobility systems

JAZZ *in the* PARK

SAT 11 FEBRUARY
4PM - 8PM



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www.npsp.sa.gov.au



City of
Norwood
Payneham
& St Peters



JOLT



Why this is important

South Australia's economy has changed over the past 30 years. While manufacturing remains the state's largest employer, the share of the state's Gross State Product (GSP) attributable to manufacturing has declined from 16% in 1990 to about 6 percent in 2019. By comparison, the health care and social assistance sector has grown from just over 5 percent to 11 percent over the same period.²⁸

The South Australian Economic Statement²⁹ sets out a clear vision for the state's economic future. South Australia wants to be known as an ambitious and capable state that embraces technology and drives innovation. Rapid advancements and innovation in digitisation, automation, and cleaner circular economy industries will continue to expand South Australia's industrial capabilities. These advances will enable businesses to take new products, services, and knowledge to the world.

The government acknowledges targeted population growth is necessary to support the state's economic transformation, to build skills and meet current and future workforce needs. South Australia wants to use its green economy credentials to attract entrepreneurs and job creators, which in turn will create new pathways to skills and jobs.

The vision for a smarter and cleaner economic future changes the requirements for employment lands. Traditional industries will still require dedicated land separated from other land uses and near freight routes. But growth in cleaner and quieter industries is expected to increase demand for inner suburban employment lands too.³⁰ This will create opportunities for people to work nearer home. Evolving knowledge and services economies will also enable more remote working, reducing demand for traditional office or commercial space.

Along with changes in how and where people will travel to and from work, autonomous vehicles and micro-mobility vehicles (e.g. e-bikes, e-scooters) will also influence daily travel patterns. Over the next 30 years the pace of change will increase as technology and digital connectivity increase electric and autonomous vehicle participation in the shared economy. The accessibility and affordability of this technology, and the facilitation of car and ride sharing could lead to demand shifts from public transport back to cars, which in turn might increase congestion.

These transitions will require new long term thinking about how roads are designed and used, and how carparking, public transport, and active transport infrastructure are provided.

²⁸ plan.sa.gov.au/state_snapshot/land_supply/land_supply_reports_for_greater_Adelaide/employment_land_supply

²⁹ [SA-Economic-Statement.pdf \(premier.sa.gov.au\)](https://premier.sa.gov.au/SA-Economic-Statement.pdf)

³⁰ [Land Supply Report for Greater Adelaide - Employment Land \(plan.sa.gov.au\) \(pg13\)](https://plan.sa.gov.au/land_supply/land_supply_reports_for_greater_Adelaide/employment_land_supply)



Digital technology uptake has increased dramatically, hastened by changes to lifestyle habits during the COVID-19 pandemic. NBN Co, the national wholesale broadband provider, reported record numbers of people used online substitutes for face-to-face interactions, access to health services, education, arts and entertainment. Some 56% of people remained socially connected through video calls. Digital connectivity will play an ongoing role in how people live, move and work. It will support remote working and provide access to social infrastructure and services via digital delivery models.³¹



Regenerative planning

Regenerative planning looks to improve social resilience and ensure that cities have a net positive impact on natural and ecological systems.

The words 'regeneration' and 'regenerative' are increasingly being used across sectors, from economics to farming to construction, to reinforce the goals of the circular economy and prioritise social and ecological wellbeing.

Land use policy can strengthen positive relationships between the built environment, its inhabitants and the surrounding ecology, actively work towards the goal of net zero and aim to improve the health of eco-systems.

Restoration of creek lines and biodiversity corridors, stormwater management to support urban greening and biodiversity, and the rezoning and regeneration of degraded industrial sites are examples of this shift in approach.

³¹ Infrastructure Australia Infrastructure Plan, 2021

Priorities and directions

The SPPs have established the state's priorities and directions for how the GARP can contribute to a strong economy built on a smarter, cleaner, regenerative future.

Related SPPs	What could the planning system do	Ideas for the GARP
<p>SPP 1 – Integrated Planning</p>	<ul style="list-style-type: none"> Identify employment land supported by strategic infrastructure. 	<p>Identify and protect industrial land to provide employment to growing communities, including in key areas such as:</p> <ul style="list-style-type: none"> Along the South-Eastern Freeway at Monarto, to support growth in Murray Bridge and Mount Barker On the Fleurieu Peninsula, to support growth in Goolwa and Victor Harbor At Greater Edinburgh Parks, with appropriate infrastructure and key freight connections At Lonsdale In North-western locations, including Gillman, Wingfield and LeFevre Peninsula.
<p>SPP 5 – Climate Change</p>	<ul style="list-style-type: none"> Identify opportunities for green technologies, carbon storage, cleaner industries and the regenerative (circular) economy. 	<ul style="list-style-type: none"> Identify opportunities for onsite renewable energy generation and storage within industrial precincts Identify appropriate areas for new innovation hubs building on the success of the Tonsley and Lot Fourteen precincts Provide appropriate policies to facilitate end-of-journey facilities for people choosing active travel to work Enable recycling and zero waste management facilities in appropriate locations.

Related SPPs	What could the planning system do	Ideas for the GARP
SPP 6 – Housing Supply and Diversity	<ul style="list-style-type: none"> Identify housing opportunities that support the economic viability of strategic centres. 	<ul style="list-style-type: none"> Identify regeneration and strategic infill opportunities in and around urban centres such as Noarlunga, Marion, Tea Tree Plaza, and Elizabeth.
SPP 8 – Primary Industry	<ul style="list-style-type: none"> Protect key assets underpinning current and future primary industries. 	<ul style="list-style-type: none"> Continue to enforce the McLaren Vale and Barossa Character Preservation Districts.
SPP 9 – Employment Lands	<ul style="list-style-type: none"> Identify sufficient employment lands in appropriate locations to meet future demand for traditional and new industries. 	<ul style="list-style-type: none"> Protect and capitalise on employment land in the Inner Metro and Inner Southern regions for future knowledge-based industries and innovation precincts Identify sufficient employment land to service growing populations in areas including Mount Barker, Murray Bridge, Northern Adelaide, Goolwa, and Victor Harbor.
SPP 12 – Energy	<ul style="list-style-type: none"> Identify the infrastructure and land needed to support new energy technologies. 	<ul style="list-style-type: none"> Identify locations and infrastructure for renewable energy generation and transmission Identify new and upgraded infrastructure required in Greater Adelaide to transmit energy from the state's Renewable Energy Zones.³²
SPP 16 – Emissions and Hazardous Activities	<ul style="list-style-type: none"> Identify the location of industrial land uses requiring separation from other land uses. 	<ul style="list-style-type: none"> Protect and capitalise on existing employment land in Adelaide's west that is well separated from other land uses and strategically located along trade gateways and freight corridors.

³² [a3-renewable-energy-zones.pdf \(aemo.com.au\)](https://aemo.com.au/a3-renewable-energy-zones.pdf)



For discussion

What else could the Greater Adelaide Regional Plan do to contribute to a strong economy built on a smarter, cleaner, regenerative future?





Source: Sweet Lime Photo – Bowden Train Station

A greater choice of housing in the right places

The trends and drivers



**Housing availability
and affordability**



Liveability



**Societal
inequality**



Climate impacts



Decentralisation



Springlake Communities - Mount Barker



The median house price in metropolitan Adelaide has increased 38.1% in the 2 years since 2019, reaching \$670,000 in the December 2022 quarter. CoreLogic's Home Value Index shows Adelaide's median house price overtook Perth's in July 2020. The increase in Adelaide house prices, along with interest rate rises, makes it more difficult for many South Australians to buy a home.³³ The rental market, too, has become more challenging. The average weekly rent for a house in South Australia increased by 12% in the 12 months to September 2022.³⁴

³³ A Better Housing Future - February 2023 (treasury.sa.gov.au)

³⁴ Consumer and Business Services



Why this is important

A range of economic and policy factors drives housing affordability. The planning system can help meet future demand by making sure there is enough land for new houses, coupled with well-timed infrastructure, and flexibility in zoning and policies to allow for housing diversity.

Projections tell us we will need to plan for another 300,000 homes over 30 years. We also need to understand the housing needs and aspirations of our various communities, our changing demography, and changing market preferences over this period. Policy settings need to deliver greater choice across dwellings and locations, and diverse, adaptable dwellings that cater for changes within a household over time.

In the last decade, new housing products have emerged, including a new generation of multi-level apartments in urban corridors and larger urban infill sites. But the overall supply of new housing remains focussed on detached housing, reinforced by the introduction of the Federal Government's Home Builder Grant in 2020. Census data reveals that the ongoing trend for detached dwellings – typically with three or more bedrooms – does not necessarily match the needs of increasing numbers of smaller households. We need to encourage a broader range of dwelling types and dwelling sizes.

The Australian Housing Aspirations survey showed that while the preference for detached housing remains strong, many households across age cohorts and income groups want apartments or townhouses in wide-ranging locations.³⁵ Extensive housing studies across Australia reveal similar findings. The Grattan Institute, Perth and Peel, and Auckland studies all concluded that there are too few semi-detached houses and apartments in their respective cities. Consistently, these studies show that housing preferences are primarily driven by: (i) convenience and access, (ii) the local environment, (iii) local amenities, (iv) proximity to facilities, (v) safety and security, and (vi) dwelling design and features. This makes housing choice across all locations an essential component of the GARP.

In October 2021, the Commission initiated the Future Living Code Amendment to facilitate greater choices for people who want to downsize and stay in the same area, or enter the market on a smaller footprint. The model proposes new co-housing forms and future living models in established areas. We need to explore other housing forms and models to provide greater choices across all our communities.

³⁵ [The housing aspirations of Australians across the life-course: closing the 'housing aspirations gap'](https://ahuri.edu.au) (ahuri.edu.au)

Missing Middle Housing

Historically Greater Adelaide has been dominated by detached housing on large blocks of land and, at the other end of the spectrum, by multi-level apartment buildings. However, there are many other types of housing – the ‘Missing Middle’ – that offer affordable, well-designed and well-located options for our changing demographics.

Addressing the Missing Middle means providing more affordable housing choices in inner metro areas – that is more townhouses and multi-unit dwellings that cater for first home buyers, young families and downsizers.

The adaption and conversion of character homes into multiple units can also meet the needs of a diverse range of people.



Source: Heart Foundation and Sweet Lime Photo

Missing Middle Housing Policy aims to:

Improve options for families to stay in locations close to the city centre

Increase the **supply and variety** of housing available in established neighbourhoods

Promote **walkable** neighbourhoods

Support the **conservation** of heritage and character homes

Priorities and directions

The SPPs have established the state's priorities and directions for how Greater Adelaide can contribute to greater housing choice in the right places.

Related SPPs

What could the planning system do

Ideas for the GARP

SPP 1 – Integrated Planning

- Target housing growth in areas well serviced to maximise previous or planned investments in transport and other infrastructure
- Identify areas for new growth that can be supported by cost-effective infrastructure.

- Prioritise and sequence the release of zoned land based on transparency of costs to the community of different forms of housing (including upfront development and ongoing living costs)
- Prioritise strategic infill sites that are generally more economic to service than general infill
- Focus infill supply in locations where there is capacity in infrastructure networks
- Build on existing infrastructure capacity in townships where local councils identify growth opportunities.

SPP 2- Design Quality

- Outline the desired urban form outcomes in different areas, and identify the need for high quality open spaces, public realms, and neighbourhood character.

- Identify areas that will undergo changes to urban form and consider the complementary infrastructure and public realm improvements required.



Springlake Communities - Mount Barker

Related SPPs

SPP 6 – Housing Supply and Diversity

What could the planning system do

- Ensure land supply responds to future demand, as informed by population projections and demographic trends
- Provide a range of well-designed, diverse, and affordable housing options across the region.

Ideas for the GARP

- Set targets for each sub-region to accommodate growth
- Set performance targets for housing diversity within master planned communities
- Plan for a high growth scenario and stage the release of land to meet forecast demand
- Investigate housing trends and preferences and new housing forms and models to deliver diverse housing.



For discussion

What else could the Greater Adelaide Regional Plan do to encourage the delivery of greater choice across housing types and locations?





The urban form to bring our vision to life

A vision for Greater Adelaide is starting to form through the expression of the four outcomes identified by the Commission. This will translate into planned urban form decisions over the next 30 years.



Urban form

The term ‘urban form’ describes a city’s physical characteristics. It refers to the size, shape, and configuration of an urban area. The diagrams on pages 26 and 27 illustrate how Adelaide’s urban form has grown since European settlement. We will need to decide what urban form Adelaide should take in the next 30 years.

Through the application of SPPs and strategic foresight, we can identify which areas we should avoid for urban development (such as areas of high agricultural, environmental and tourism value). We can also identify what areas are worthy of investigation for future growth.

Future growth will include a mix of development types, including:

- Development within established urban areas (small scale infill)
- Redevelopment of larger underused brownfield sites (like Lightsview)
- Development along urban corridors³⁶, the CBD, and around retail and transit hubs
- Greenfield growth on the edges of established urban areas.

Later sections of the Discussion Paper identify potential areas for longer term urban growth. Decisions on those areas will dictate the planned urban form over the next 30 years, and form the basis of the GARP.



The places we live can make a big difference to our health and wellbeing.

³⁶ Urban Corridors are areas adjacent to or on high frequency public transport routes. Urban corridors vary in depth from one to several allotments depending on the neighbouring land use and in particular recognising heritage and character protections that are in place. Each corridor will have its own unique characteristics which will guide the appropriate type of development and the intensity of land use.

Living Locally

Wherever people choose to live within Adelaide’s planned urban form, the Commission is exploring the concept of ‘Living Locally’. This builds on the affordable living and walkable neighbourhood strategies in the current 30-Year Plan.

Living Locally means locating housing, jobs and services closer together so people can meet most of their daily needs within a comfortable walk, ride or public transport journey from home. Living Locally aims to create connected, convenient, cohesive and climate-smart communities, and to reduce the need for long-distance car travel, with an emphasis on physically active travel.



Living Locally can contribute to the Commission's four outcomes for Greater Adelaide:

A greener, wilder and climate resilient environment

- Protects environmental areas
- Reduces reliance on private car travel
- Reduces pollution and CO₂ emissions
- Focuses on access to high quality open space
- Aligns with the state's Climate Change Action Plan.

A more equitable and socially-cohesive place

- Enhances sense of community
- Supports passive surveillance to increase safety
- Diverse housing contributes to diverse communities
- Equal access to services and amenities across neighbourhoods
- Improves health and wellbeing outcomes.

A strong economy built on a smarter, cleaner, regenerative future

- Supports health and infrastructure savings to the SA economy
- Reduces household transport time and cost
- Supports local economies, particularly retail trade
- Supports mixed-use opportunities, bringing jobs to where people live.

A greater choice of housing in the right places

- Supports the core component of 'Affordable Living' concepts
- Promotes housing diversity and affordability in different contexts
- Focuses on better design of infill housing, including improved greening
- Enhances sense of wellbeing linked to shorter commute times.

Living Locally



Walkability and active travel



Affordable living



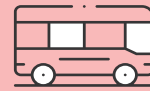
Open space and recreation



Housing choices at all stages of life



Everyday shopping and services



Public transport options



Local learning opportunities



Sense of community



Arts, culture and experiences



Safer streets and spaces



Local jobs options



Source: Renewal SA

Many of Adelaide's most sought-after suburbs (e.g. Glenelg, Parkside, Gawler, Norwood and North Adelaide) already embody the Living Locally concept. Research across Australia shows people prefer neighbourhoods with good access to high quality local transport and within easy reach of family, work, shops and amenities.³⁷

However, areas within Greater Adelaide differ in their characteristics, from size and local character to demographic profile. So, there cannot be a one-size-fits-all approach to applying the principles of Living Locally. The GARP will need to offer choice and flexibility.



For discussion

What neighbourhood features enhance living and working locally?

³⁷ [People and Neighbourhoods Policy Discussion Paper \(plan.sa.gov.au\)](https://www.plan.sa.gov.au/people-and-neighbourhoods-policy-discussion-paper)

Testimonials



Renee Slunjski Bowden resident

Infill scenario

“I bought my apartment off the plan in 2017 and it was only once I moved in in 2019 that I really appreciated its amazing location. There is a really strong sense of community in Bowden and we all benefit from knowing our neighbours, something I hadn’t experienced before. Plant 4 is our vibrant community hub where we can enjoy a coffee, a meal, do some shopping or browse the markets. It gives the place a real energy and is a chance to get to know the locals. There is an ease of living at Bowden that I really appreciate and we all look out for each other. Before living here, I was one to drive everywhere. Now I only need my car for work. I catch the tram and the city is walkable. It’s just a fantastic place to live.”



Christopher Izzo Mount Barker resident

Township / greenfield scenario

“Moving to Mount Barker was a big change for our family. We were living in the inner city but wanted more open space, a bigger allotment and a greater connection with nature for our children. The place we have now is fantastic – we’re surrounded by trees; we have a reserve behind us with a creek and there is a community farm nearby. It’s a family-orientated environment and the kids love playing in the reserve with their schoolmates. I even enjoy the commute which is only 30-35 minutes. We’re very happy with the tree-change and love being part of this new community of like-minded families.”





Implementing the Living Locally concept

Living Locally is easier to achieve in some contexts than others. Many established suburbs and town centres already offer access to everyday needs within a short walk, cycle or public transport journey from home.

Achieving this in greenfield areas, typically reliant on cars, will be harder. New strategies and tools will be needed to apply Living Locally principles to all growth types.

Strategies and tools that could encourage Living Locally

Master planned growth could:

- Demonstrate how the principles of Living Locally will be applied in new communities
- Include street and subdivision patterns that make walking easier and provide direct routes to shops, services, transport and open space
- Incorporate active travel infrastructure within new neighbourhoods to avoid the future cost and inconvenience of retrofitting safe spaces for pedestrians and cyclists
- Set minimum housing / population density targets to make public transport and services viable
- Incorporate a network of connected open spaces
- Identify land for employment.

All growth types could:

- Set minimum housing targets and housing diversity targets around centres with established shops and services
- Locate complementary land uses within mixed use zones in centres and corridors combining residential, commercial, institutional and retail opportunities
- Provide accessible and specialised housing in close proximity to facilities, services and transport
- Provide affordable housing in close proximity to facilities, services and transport to enable affordable living.

Infrastructure and services

Planning for growth is complex. The availability and cost of infrastructure and services is a key consideration for determining where growth should occur. But we need to balance these costs against other considerations, such as the protection of environmental and agricultural land, and the protection of residential amenity.

The Commission has set out seven principles to guide early ideas about where long-term growth could occur across Greater Adelaide. These are listed on page 101. Principle 7 specifically relates to infrastructure:

“The Identification and prioritisation of growth areas will be based on the transparency of costs to community (infrastructure provision, housing cost, ongoing living costs and climate change resilience costs) for differing forms of supply.”

New homes need new or augmented infrastructure and services regardless of their location, type, or density. Those services include schools, community facilities, open spaces, new roads, wastewater, stormwater and power. The capacity of infrastructure to support growth varies across locations. Focusing new growth in locations with existing services and facilities is the best option. Doing so also benefits the broader community by reducing the cost of new transport, education and health care, and new trunk infrastructure for water, sewer and electricity.

Global megatrends will impact the type of infrastructure and services we need. For example, what does an electric and autonomous vehicle future mean? What is the trajectory to net zero? We will need infrastructure and services adaptable and resilient to future change. Timing infrastructure and service delivery for new and growing communities, will also affect housing affordability, social inequity and connectedness and ecological impact.

In the past, infrastructure provision has not always been timely. Better integration of land use and infrastructure so we direct urban development to the most appropriate locations will help maximise the use of existing infrastructure and services. It will also help us plan for new infrastructure before rezoning land.



Trunk and non-trunk infrastructure

Trunk infrastructure is high-level, shared infrastructure that services large catchments. It is normally a shared responsibility between state and federal government and the development sector. That means the broader community contributes to the cost via taxes, alongside the developer and home buyer.

Non-trunk infrastructure is internal to a development and connects to external infrastructure networks. It is usually a shared responsibility of local government and the land developer, as it generally benefits the local catchment only.

Given the substantial cost of trunk infrastructure, areas identified for short to medium growth will look to maximise existing infrastructure assets. This can be more cost effective and less disruptive to the community than building new infrastructure.

The longer term growth options identified in Part 2 capitalise on significant ongoing government investment in roads. These include the north-south corridor, northern connector and the Fleurieu Connectors Project (Main South Road and Victor Harbor Road duplications). Other important infrastructure investments include super schools at Aldinga and Angle Vale, and water secured through the Adelaide Desalination Plant.

When considering areas for growth under Principle 7, detailed investigations in preparing the GARP will determine if existing capacity exists, or if we need new trunk infrastructure in some locations.

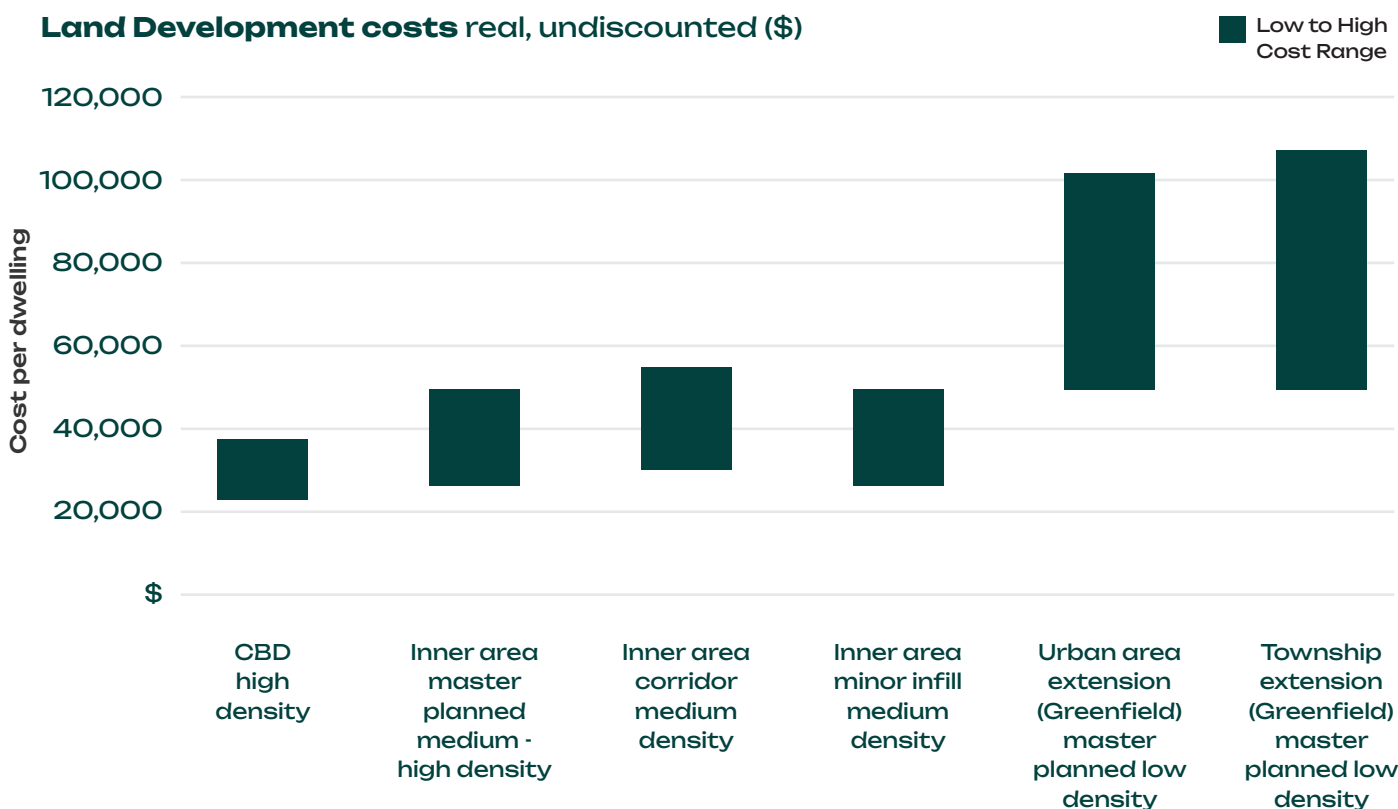


Infrastructure cost

The Commission is working with Infrastructure South Australia (ISA) to identify infrastructure cost differences between infill and greenfield development. The work of ISA and other infrastructure agencies around Australia shows land development costs in urban and township extension areas can be significantly higher than land development costs in established residential areas.

Figure 4 - Land development cost comparison

Source : Infrastructure SA



Development of new greenfield areas costs more due to the need for new local roads and stormwater management systems, trunk infrastructure and earthworks. Although it can vary, ISA modelling suggests infill development will typically cost less than greenfield development.

But cost is not the only factor directing where growth will occur. The impacts of infill on local communities can be high, including tree loss and impacts to heritage and character, and loss of privacy and amenity.



Source: South Australian Tourism Commission - Anders Wotzke



Total costs of housing and infrastructure

Affordability and perceived value for money often drive our decisions about where we want to live. Other influencing factors include age, family size, family ties, income, and connections to a community.

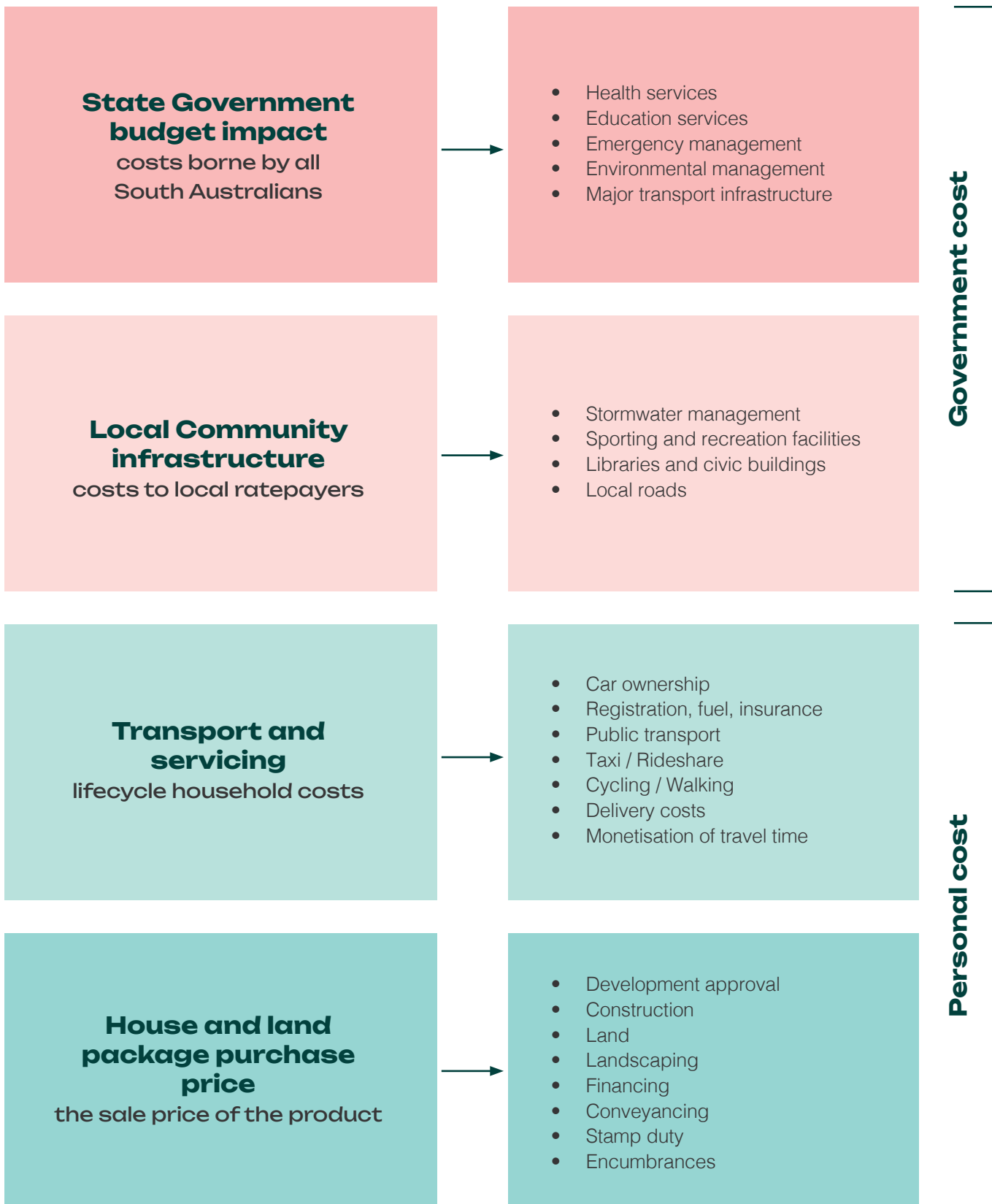
Buying new housing in greenfield estates is often cheaper than buying in an established area. This is relevant if the household aspires to a larger detached home, as has been a historical preference of first home buyers and young families. New growth areas can give these households more affordable options.

An Infrastructure Victoria analysis³⁸ has confirmed that reduced access to infrastructure makes greenfield areas more affordable initially. Established areas carry a premium due to their proximity to infrastructure such as train stations and activity centres offering convenient access to services and employment.

Decisions based on the total cost to community need however to consider not only the purchase price of a home, but also the ongoing living costs for households, and the broader costs to the community. Figure 5 summarises these costs.

³⁸ www.infrastructurevictoria.com.au/wp-content/uploads/2023/03/Our-home-choices_How-more-housing-options-can-make-better-use-of-Victorias-infrastructure.pdf page 23

Figure 5 – Infrastructure cost schematic



Infrastructure schemes



All forms of housing growth require supporting infrastructure. It is reasonable to expect all projects to pay their fair share of infrastructure costs.

The PDI Act introduced a new mechanism for infrastructure planning for the rezoning of land. Infrastructure schemes³⁹ offer a mechanism to charge the developer who benefits from rezoning for the cost of new infrastructure.

Infrastructure schemes can also establish shared infrastructure charges for urban regeneration and infill areas, where provision of infrastructure is dependent on multiple landowners deciding if and when to redevelop.

The schemes can establish a one-off charge placed on the land, to be applied when land is subdivided (e.g. new allotments are created), or a development is undertaken (e.g. allotments are sold, or building or construction work commences). There is no need to pay the charge if the owner has no intention to develop the land.

The state government's new Housing Planning Infrastructure and Development Unit will start using infrastructure schemes to underpin the rezoning of Concordia and Sellicks Beach, and this tool will be useful in implementing future growth areas under the new GARP.

Ideas for the Greater Adelaide Regional Plan

Infrastructure in established areas

In established areas, focus growth on locations with existing infrastructure capacity, or in locations where infrastructure can be planned and augmented in a cost effective and orderly manner:

- Prioritise strategic infill sites, which are usually more economic to service than general infill
- General infill will play an ongoing role for housing supply but the focus will be on locations where there is capacity in infrastructure networks
- Investigate the use of infrastructure schemes to establish developer contributions for infill and regeneration areas.

Infrastructure in greenfield areas

Carefully plan and sequence growth and infrastructure to ensure timely access to services and amenities for new communities:

- Build on existing infrastructure capacity in townships, where local councils have identified growth opportunities
- Prioritise the orderly expansion of existing urban areas and satellite cities, where this builds on existing services and infrastructure, or where we can provide efficient augmentation/infrastructure delivery
- New master planned communities, not connected to an existing area, will play an important role in future growth but they will:
 - incur greater community costs due to the delivery of new trunk infrastructure
 - require careful planning to ensure infrastructure can be provided and funded in a timely fashion, and funding mechanisms established to facilitate appropriate provision of amenity and services.

The following section considers areas identified for further investigation for long term growth.

³⁹ The PDI Act provides for infrastructure schemes as an option for the coordination and delivery of infrastructure. Infrastructures schemes set out what infrastructure will be provided, the standard to which it will be provided, the timeframe in which it will be delivered, and how it will be funded.

P.2 Where should Greater Adelaide grow?

A central role of the Greater Adelaide Regional Plan is to ensure enough land is available to support projected housing and employment growth over the next 30 years. This is being considered in three phases:

Phase 1.
Commission's land supply principles

Setting principles to guide decision making about where land for housing and jobs will be provided (see page 101).

Phase 2.
Constraints to urban development

Identifying the physical, environmental and policy constraints to urban development in Greater Adelaide.

Phase 3.
Planning vision and location needs and preferences

Identifying investigation areas that provide an opportunity to support sustainable growth in Greater Adelaide, whilst meeting the needs of current and future populations.



The Commission's Principles for Identifying Land for Housing and Jobs

Important decisions will need to be made about the location and extent of identified growth areas. Decisions to prioritise some growth areas over others will be based on future detailed investigations.

The Commission needs to distribute growth areas geographically (where possible), balance the costs associated with different land supply types, and offer flexibility in housing and lifestyle choice. These decisions will have wide-reaching impacts. The Commission has established the following 'Principles for Identifying Land for Housing and Jobs' to guide consistent and objective government decisions.

The 7 Principles

- 1.** We will plan for a high-growth scenario and stage the release of new land to meet the forecast demand of 300,000 dwellings by 2051.
- 2.** Sub-regions will have their own distinct part to play in Greater Adelaide's future and each Local Government Area will have targets to accommodate growth.
- 3.** Land supply beyond the planned future urban lands must take into consideration existing capacity of land that is available for development within the existing boundaries (defined by EFPAs).
- 4.** Planning will accommodate rolling 15-year land supply targets for a range of land supply types.
- 5.** The encroachment of urban areas on places of high primary production, landscape or environmental significance should be avoided.
- 6.** To account for zoned land that may not become available for development due to landowner intention, an additional amount of land supply will be identified.
- 7.** Identification and prioritisation of growth areas will be based on the transparency of costs to community (infrastructure provision, housing cost, ongoing living costs, climate change resilience costs) for differing forms of supply.

Our future land supply challenge

Not all of the Greater Adelaide region can or should be used for new housing and employment.

Adelaide has limited land we can consider for long-term growth, with the coastline to the west, the Hills to the east, and policies in place to protect the valuable food and wine regions surrounding the urban area.

Metropolitan Adelaide is a triangle: wide up north, narrow down south, and bounded by the hills to the east and the sea to the west. This geography presents challenges relating to the even distribution of land for new homes and businesses.





We need to exclude hazardous areas like high-risk flood zones, landfill sites, polluting activities, and gas facilities from our considerations. We must also safeguard mining sites (for essential resources and construction materials), airports and defence sites, and protect Adelaide's water supply catchment and natural environments (e.g. watercourses, national parks, conservation and significant landscape areas).

The Commission also recognises the value of heritage and character areas. We acknowledge these areas offer limited opportunity to accommodate growth. We will not investigate the Barossa and McLaren Vale Character Preservation Districts. Land owners in these areas will continue to exercise their land use rights in accordance with the Character Preservation legislation. This includes Bowering Hill, which will remain under this legislated protection.

The Commission will not review the Hills Face Zone, or smaller townships (such as Myponga and Carrickalinga). But it recognises that respective local councils may wish to undertake investigations for logical township inclusions, through their own strategic planning work. Local council-led work could take advantage of housing and economic growth opportunities where townships have existing infrastructure and service capacity.

The Commission has also identified 'inter-urban breaks' on the potential growth maps (see page 126). These breaks will ensure we maintain a series of greenbelts between expanding urban areas and townships to preserve their character and identity. Greenbelts are an important planning tool to provide 'breathing space' between urban areas and have played an important role in defining the character of Greater Adelaide. For example, the 1837 Adelaide Plan attributed to Colonel Light established the first greenbelt around the city (the Adelaide Park Lands).

Similarly the Hills Face Zone was originally identified in the 1962 Plan for Adelaide to provide a natural backdrop to metropolitan Adelaide. Recent planning decisions, such as the establishment of Character Preservation Districts have further reinforced inter-urban breaks as a defining part of Greater Adelaide's character and appeal.

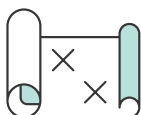


Figure 6 identifies the high-level constraints within the Greater Adelaide region. It shows how much of the region is unavailable to accommodate future growth. And this emphasises the need to use what land is available in the most efficient and strategic way.



Environment and Food Production Areas (EFPAs)

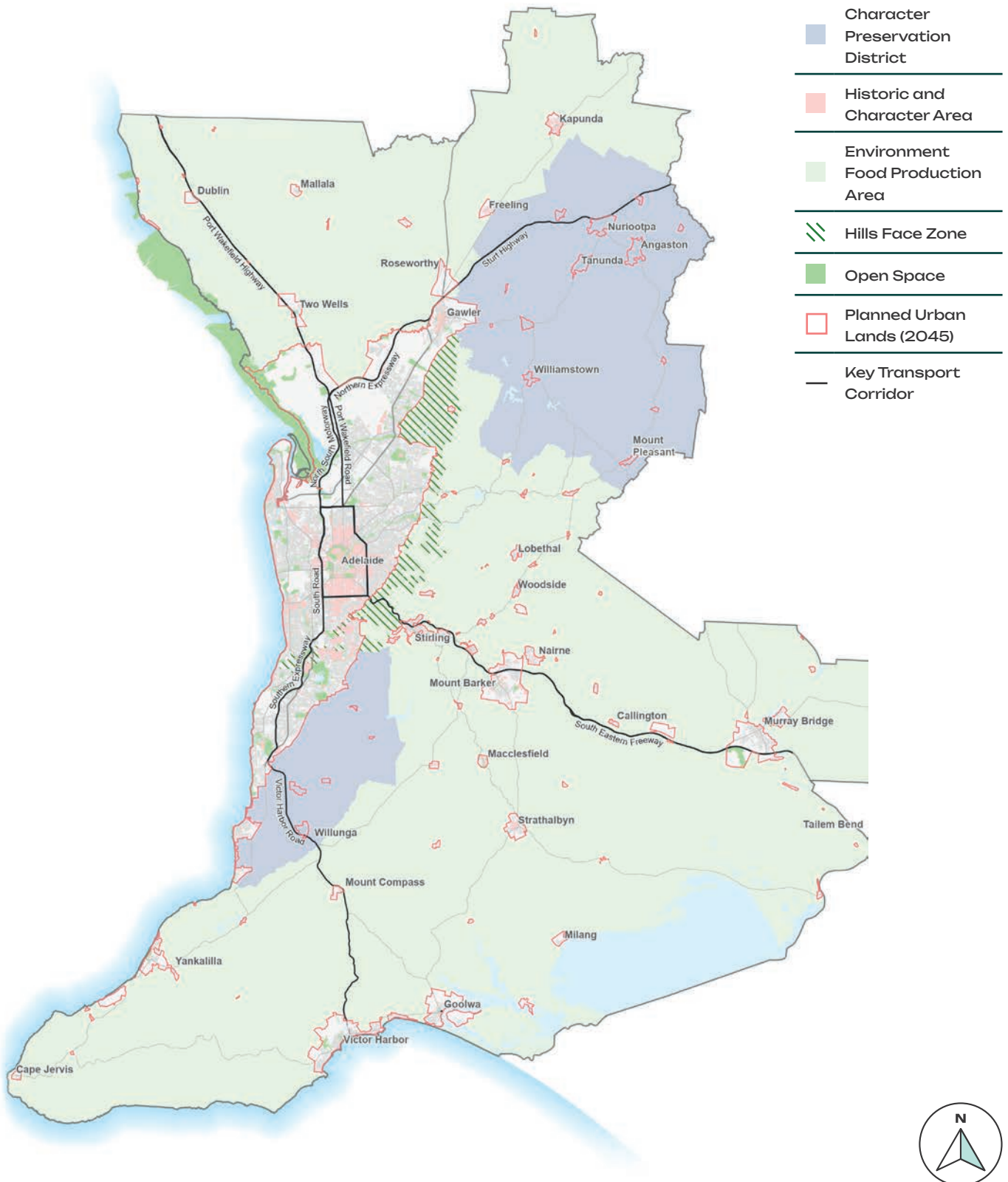
Figure 6 also shows the extent of EFPAs, which along with Character Preservation Districts, cover 89% of the region. Introduced in 2017 as part of South Australia's new planning system, EFPAs protect our prime food and wine regions and natural resources from urban encroachment. EFPAs primarily preclude land division for residential development.

The PDI Act requires statutory review of EFPAs every five years. Variations to EFPAs can only be made if a 15-year supply of urban land cannot be identified outside those areas. Any changes will also include a review of the environmental or agricultural significance of the land.

As part of identifying long term land for growth (16 to 30 years), the Commission will review growth opportunities within EFPAs. This will not remove land from the EFPAs, but rather provide direction about areas to look at for future growth, when the EFPAs are reviewed in the future. The aim is to ensure an ongoing 15-year supply of zoned urban land.



Figure 6 - High-level constraints Greater Adelaide



How much land will we need for 300,000 new homes?

Land that is already zoned for residential development in Greater Adelaide has capacity for 164,000 homes.⁴⁰ A further 47,000 homes could go on land already identified for future residential rezonings, providing a current capacity for an additional 200,000 homes. This includes the recently announced fast-tracking of the single largest release of residential land in the state's history, as shown in Figure 7, including:⁴¹



2,000 homes
at Hackham



10,000 homes
at Dry Creek



10,000 homes
at Concordia



1,700 homes
at Sellicks Beach

On current estimates, the above-mentioned areas would secure enough land supply for more than 15 years, based on average growth rates.

To supply 300,000 new homes by 2051, we will need to identify and protect land for an additional 100,000 homes. That is equivalent to 10 Concordias or Dry Creeks.

Under a high growth scenario we will run out of land for future residential development within 30 years if we do not develop an ongoing rezoning program.

Figure 8 on page 108 demonstrates the current distribution of greenfield land supply across Greater Adelaide. Land supply is not evenly distributed across the region and is heavily loaded towards the Outer North, with diminishing capacity in the Outer South. This has the potential to limit housing supply, choice and affordability in these locations if alternative options to deliver new housing are not provided in the future.

⁴⁰ Land Supply Report 2021 – Department of Trade and Investment

⁴¹ A Better Housing Future - February 2023 (treasury.sa.gov.au)

Figure 7 – State Government’s recently announced land supply

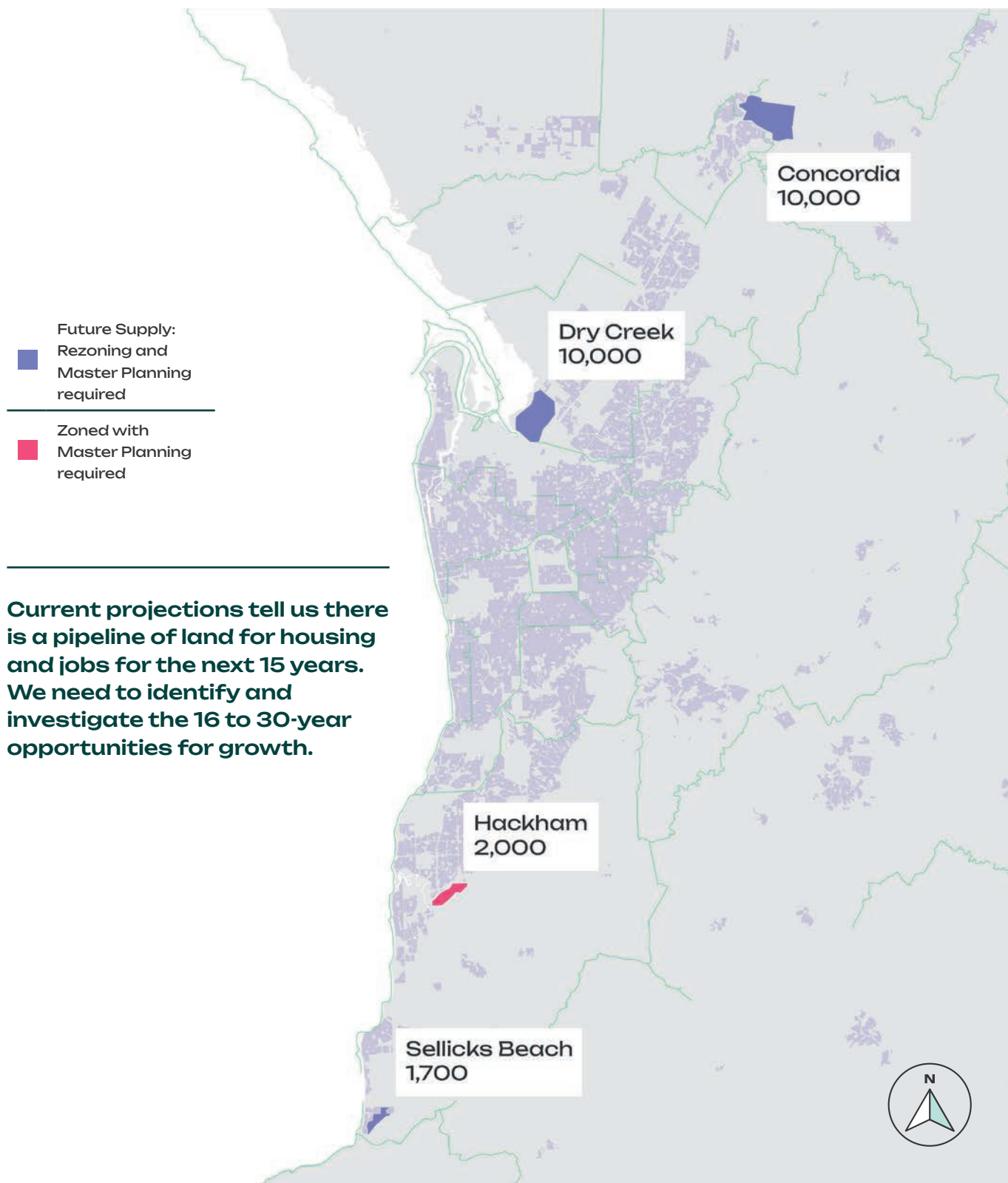
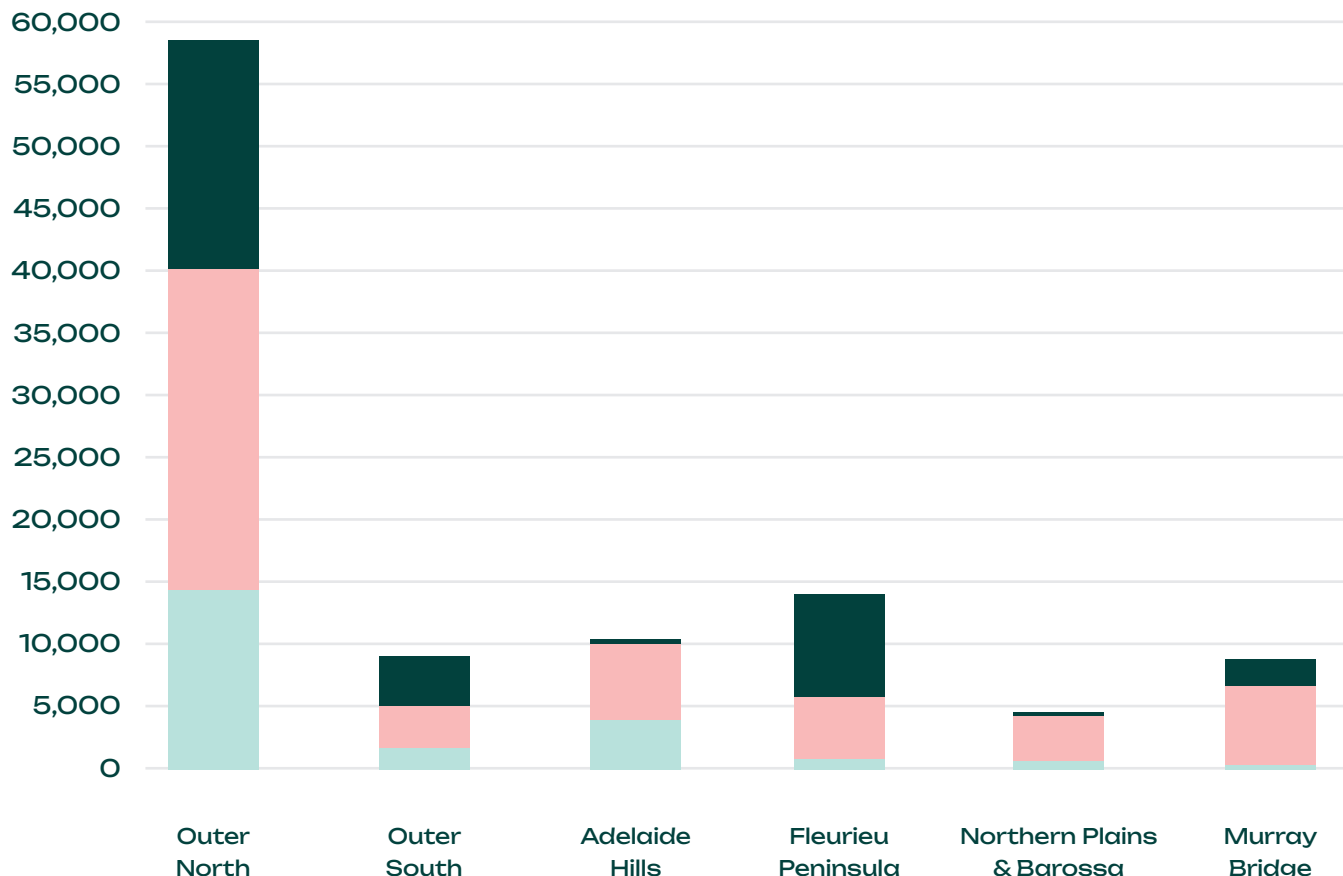


Figure 8 – Greenfield land supply by region

2022

- Development Ready
- Undeveloped Zoned
- Future Urban Growth



For more information on current land supply and demand see: [The Land Supply Report for Greater Adelaide.](#)



Where we can grow

The Commission considers it important to adopt a growth approach that balances greenfield, township and infill development, in the right places, with well-timed infrastructure provision.



85:15 infill
to greenfield
ratio

The 30-Year Plan sought to achieve a more compact urban form, with a target ratio of infill to greenfield of 70:30. This target was revised in 2017 to a more ambitious 85:15 ratio.⁴²

These targets were set to facilitate more development within the urban footprint, using existing infrastructure and connections to jobs and services. But high volumes of infill development in suburban areas have fuelled community concerns about design quality, amenity, tree loss and parking availability.

We have also seen sustained demand for greenfield development. Demand has increased three percent over the past 2 years, on the 10-year average. This increase is largely attributable to the Federal Government's HomeBuilder stimulus package.

We need a combination of greenfield, township, satellite city and infill development in the right places, with timely infrastructure provision, to provide for the needs and preferences of our current and future communities. All new development, no matter where it is, must be done well.



Unlocking future supply

Each local government area will need to play a role in accommodating growth. How this will be delivered, and the land supply type, will vary according to the area, the local context, constraints on developing land, infrastructure, employment opportunities, and community and market preferences.

Some areas can accommodate more growth than others and will require greater planning and infrastructure investment. Other areas will experience incremental, or low growth, based on physical constraints, and current policy settings, such as character and heritage areas.

The following sections detail investigations the Commission proposes, in collaboration with local government and other stakeholders, to inform the GARP.

⁴² Based on the Greater Adelaide Capital City geographic area.



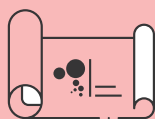
Greenfield and satellite city growth

The development of new suburbs on the metropolitan fringe or around townships will continue to form an important part of the Greater Adelaide Regional Plan. Master planning these areas will contribute towards Living Locally, while recognising they will likely require a car journey to employment or education opportunities.

Greenfield development is the urban development of broad hectare land. This often occurs on farming land on the edge of suburbia like Angle Vale and Two Wells, and regional satellite cities like Murray Bridge and Victor Harbor.

New housing in greenfield estates is an important supply of affordable housing. Young families and first home buyers often prefer this option. Master planning greenfield areas and upfront consideration of infrastructure and services, is critical to their success. New planning tools, such as Building Envelope Plans, allow quick development of housing in approved master planned areas to keep pace with demand for affordable housing.





What is master planning?

A master plan is a high-level plan that provides a vision and framework for how an area or precinct can grow and develop. These long-term plans provide certainty to the community, developers and governments about the change that can be expected and how important matters such as land use, infrastructure, urban design, open space, stormwater, parking and heritage can be managed effectively.

Master planned communities in Greater Adelaide include suburbs such as Mawson Lakes, West Lakes and Seaford Rise.

Riverlea Park will be Adelaide's largest master planned community, with 12,000 new homes to be built over the next 20 years. The master plan includes facilities that will service the community, including an employment centre, shopping village, schools and recreational facilities.

Over 450 hectares of open space, 40 hectares of waterways and 42 kilometres of walking and cycling trails are provided across the new suburb. The master plan has been developed in consultation with the community, council, state government and industry and will guide public and private investment in the major and minor infrastructure, utilities and services that will support the growing community.



Over **450 hectares**
of open space



40 hectares
of waterways



42 kilometres
of walking and
cycling trails





What is a satellite city?

Planning for the growth of satellite cities at Murray Bridge and Victor Harbor will open up areas with established infrastructure, services, and local economies. And development will provide opportunities for further growth, supported by improved planning and coordination of new infrastructure.

A satellite city is a smaller city located on the fringe of a capital or major city. They are self-contained cities offering their residents and surrounding district a broad range of local jobs, services and amenities. Satellite cities are different from suburbs as they are geographically separated from the larger metropolitan area and have their own identity and history.

Satellite cities play an important role in managing growth in a metropolitan region by offering more affordable housing options while retaining the benefits of a highly liveable urban centre. Planned growth in satellite cities can make the most of the physical, social and economic infrastructure already available and allow strategic investments to be made over time to support a growing community.





The planning of new growth areas, and prioritisation of development and infrastructure, are critical factors in preparing the new GARP. The mechanism used in the current 30-Year Plan – of zero to 15-year supply and 16 to 30-year supply – has provided a solid policy basis for the roll-out of sustainable greenfield growth to date, and provides a good starting point for the new GARP.



For discussion

How can greenfield development achieve an urban form that is consistent with the principles of Living Locally?

What is the ideal urban form to support the growth of satellite cities like Murray Bridge and Victor Harbor?

What do you see as the benefits and potential drawbacks of greenfield development?

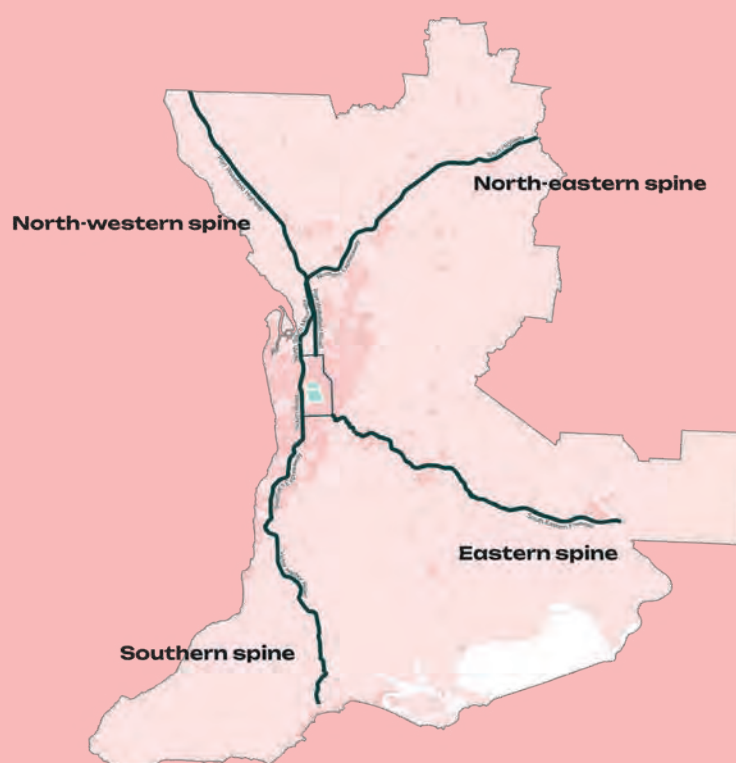


Proposed greenfield and satellite city investigation areas

The Commission is proposing four areas outside, or on the fringe of, metropolitan Adelaide to investigate for future housing and employment growth. These greenfield investigation areas have been identified based on the land supply principles outlined on page 101.

The areas proposed for detailed investigation extend from Adelaide's four major transport spines. These longer-term growth areas capitalise on significant ongoing government investment in roads, including the north-south corridor, northern connector, and the Victor Harbor Road.

The proposed investigation areas are larger than what we will ultimately need to meet forecast high-growth demand. Identifying larger areas allows us to account for land later deemed inappropriate for urban development during the detailed investigation phase.





North-western spine



North-eastern spine



Eastern spine



Southern spine



Source: Adelaide Plains Council



North-western spine

The north-western spine begins at the southern end of the Port Wakefield Highway stretching northward past the Riverlea development to Two Wells, and then further north along the highway. The investigation areas do not extend as far as the towns of Dublin and Mallala.

These towns will keep their own separate identity but may expand locally to support township function and viability.

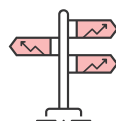
Except for areas currently identified for urban development, most of this area is currently zoned for rural and horticultural activities, including rural living or lifestyle allotments.



Why this area

This area was identified as an investigation area for future residential/employment activities because:

- It makes use of the significant investment in road infrastructure already completed
- Further development would build on and leverage the current development activity that is already planned for Riverlea and Two Wells, which is anticipated to provide more than 15,000 new dwellings over the short to medium term
- Planned infrastructure investment to support these already identified development fronts could be leveraged as a base for further growth (regional infrastructure solutions)
- The topography of the land does not present significant challenges
- The current land uses could be moved to other locations without significantly impacting the state's economy
- The land has lower primary production value than other high-quality land in the north
- It is well connected to strategic employment lands in northern Adelaide, such as Edinburgh Parks
- Additional development in this investigation area may provide the population numbers needed to justify significant regional infrastructure investment.



Challenges

Some of the challenges associated with potential future residential/employment activities include:

- Much of the area for investigation is currently part of the EFPA. This means that land would not be made available for development in the short term, until other land within the urban area is developed
- Any proposals to rezone land in the EFPA requires assessment against the need for this land for long term residential or employment growth, and its landscape, environmental or food production significance
- The area is currently not supported by high frequency public transport and would require significant investment in trunk infrastructure to support urban growth
- It will be important to encourage future employment growth in this region to facilitate a greater level of regional employment self-sufficiency
- Hazards and environmental issue such as flooding would need to be considered and managed.

The full extent of the investigation area will be refined as part of the detailed investigations for the GARP.



Source: Hickinbotham Group - Roseworthy Garden Evergreen Development



North-eastern spine

The investigation area begins at Kudla and continues north through Evanston Gardens, then along the Northern Expressway, past Redbanks Road, towards Roseworthy. The investigation area circles Roseworthy, with the Horrocks Highway as the eastern boundary. The investigations will not consider land on the eastern side of Horrocks Highway.

The towns of Freeling and Kapunda will be investigated for modest township growth within existing infrastructure capacity. Except for those areas currently identified for urban development, most of this area is currently zoned for rural primary production, and rural living lifestyle allotments.

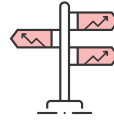
Kudla provides an opportunity for a master planned extension to the Gawler township that takes advantage of recent government investments in electrified rail. Investigation of this area would include the establishment of an inter-urban break in the form of new northern parklands that separate Gawler from the City of Playford and provide new public open space and recreation opportunities.



Why this area

This area was identified as an investigation area for future residential/employment activities because:

- It builds on the significant investment in road infrastructure and the electrification of the Gawler rail line
- Further development would build on the current development activity that is already happening for Roseworthy and Evanston and is anticipated to provide more than 5,000 additional dwellings
- Planned infrastructure investment in existing development fronts could be leveraged to support further development, including the additional 10,000 dwellings proposed for Concordia – which will in turn be a catalyst for additional regional infrastructure
- A future northern parkland and regional sporting hub could be located in the inter-urban break between the City of Playford and the Town of Gawler
- The topography of the land does not present significant challenges
- The land is well connected to employment activities in the Barossa Valley and northern Adelaide. And it provides an opportunity to provide additional industrial land connected to the Northern Expressway.



Challenges

Some of the challenges associated with potential future residential/employment activities include:

- Much of the area for investigation is currently part of the EFPA. This means that land would not be made available for development in the short term, until other land within the urban area is developed
- Any proposals to rezone land in the EFPA requires assessment against the need for this land for long term residential or employment growth, and its landscape, environmental or food production significance
- It will be important to ensure that there is an inter-urban break between development at the northern end of the City of Playford and the southern extent of the town of Gawler
- It will be important to encourage future employment growth in this region to facilitate a greater level of regional employment self-sufficiency
- The opportunity to further extend urban development at Roseworthy will need to be balanced with an assessment of the contribution this land makes to the state's economy from cereal cropping.

The full extent of the investigation area will be refined as part of the detailed investigations for the GARP.



Source: Rural City of Murray Bridge



Eastern spine

The South Eastern Freeway provides the central axis for this spine investigation area. Travelling east out of Adelaide along the freeway past Mount Barker and towards Murray Bridge leads to two investigation areas.

The first, extending from Callington eastwards towards Murray Bridge, will be investigated for new employment land. The second will consider options to expand Murray Bridge for future residential and employment land.

Most of the area surrounding Callington is primary production land, with a small pocket of rural living land on the eastern side of the township. The area includes pockets of employment land, and other areas protected for environmental conservation which will not be considered for urban development.

The investigation area around Murray Bridge mainly consists of primary production land, with a significant area on the western side of the town zoned for tourism development. This is home to the Monarto Safari Park, which will also be protected. Some of the rural living land on the edge of the town may also be considered as part of the investigations.

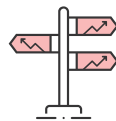
Mount Barker has seen significant growth since 2010, which has accelerated since 2017. About 3,700 development-ready allotments are within the Mount Barker Growth Area, with potential for an additional 7,000 allotments on undeveloped zoned land. As this growth continues in the coming 10 to 15 years no additional growth is planned. This will allow for a period of consolidation, as significant infrastructure and city shaping projects, such as the town centre upgrade, are rolled out to support the growing community. However, any infrastructure planned over this period should take a strategic view, with a view to potential further growth over the long term.



Why this area

This area was identified as an investigation area for future residential/employment activities because:

- It builds on the significant investment on road infrastructure associated with the South Eastern Freeway and lifestyle opportunities arising from proximity to the Murray River and Adelaide Hills
- Further development in this region would build on the current development activity already planned for Mount Barker, which is anticipated to provide more than 12,000 additional dwellings
- Mount Barker will continue to grow as a satellite city and provide essential infrastructure and services to the Adelaide Hills, including upgraded medical/hospital services, within the current growth boundary provided by the 30-Year Plan
- Additional employment land close to Mount Barker and Murray Bridge would help support the economic and employment opportunities associated with new communities in these locations
- Future residential development at Murray Bridge could complement the current potential for an estimated 8,000 additional dwellings, and cement the city as one of Greater Adelaide's significant satellite cities
- The topography of the land does not present significant challenges
- The current geography allows for planned inter-urban breaks to be established between Mount Barker, Murray Bridge and the proposed employment lands. This is important to be able to maintain a separate identity for each of these important towns and create a buffer against which strategic industry can establish.



Challenges

Some of the challenges associated with potential future residential/employment activities include:

- Much of the area for investigation is currently part of the EFPA. This means that land would not be made available for development in the short term, until other land within the urban area is developed
- Any proposals to rezone land in the EFPA requires assessment against the need for this land for long term residential or employment growth, and its landscape, environmental or food production significance
- Transport planning work will be required to rationalise and develop long-term infrastructure improvements that will meet expected future travel demands associated with growth. It will be important to encourage future employment growth in this region to facilitate greater local employment and reduce the commuter travel numbers on the South Eastern freeway
- The provision of supporting physical and social infrastructure will play a major part in the ability of this region to manage sustainable growth.

The full extent of the investigation area will be refined as part of the detailed investigations for the GARP.



Source: City of Victor Harbor



Southern spine

The southern spine growth investigation areas focuses on opportunities around the coastal towns of Victor Harbor and Goolwa, taking advantage of the federal and state government's commitment to the Fleurieu Connections projects.

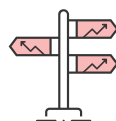
These centres are generally linked to services and employment via the Victor Harbor Road and, to a lesser extent, the Alexandrina Road. The majority of this land is used for primary production and also includes land protected for environmental conservation, which will not be considered for additional urban development.



Why this area

This area was identified as an investigation area for future residential/employment activities because:

- \$685 million has been committed by the federal and state governments for the Fleurieu Connections Projects (Main South Road and Victor Harbor Road duplication projects) to improve connections to Adelaide
- There is existing demand in these southern coastal communities, which provide an attractive lifestyle opportunity, and a convenient alternative to living in the Adelaide urban area
- There is limited land supply or development opportunities in other parts of the southern region, due to topographical constraints, or protections associated with primary production, character or environmental value (e.g. McLaren Vale)
- Further development would build on and leverage the current development activity that is already planned for Victor Harbor and Goolwa, anticipated to provide more than 10,000 additional dwellings.



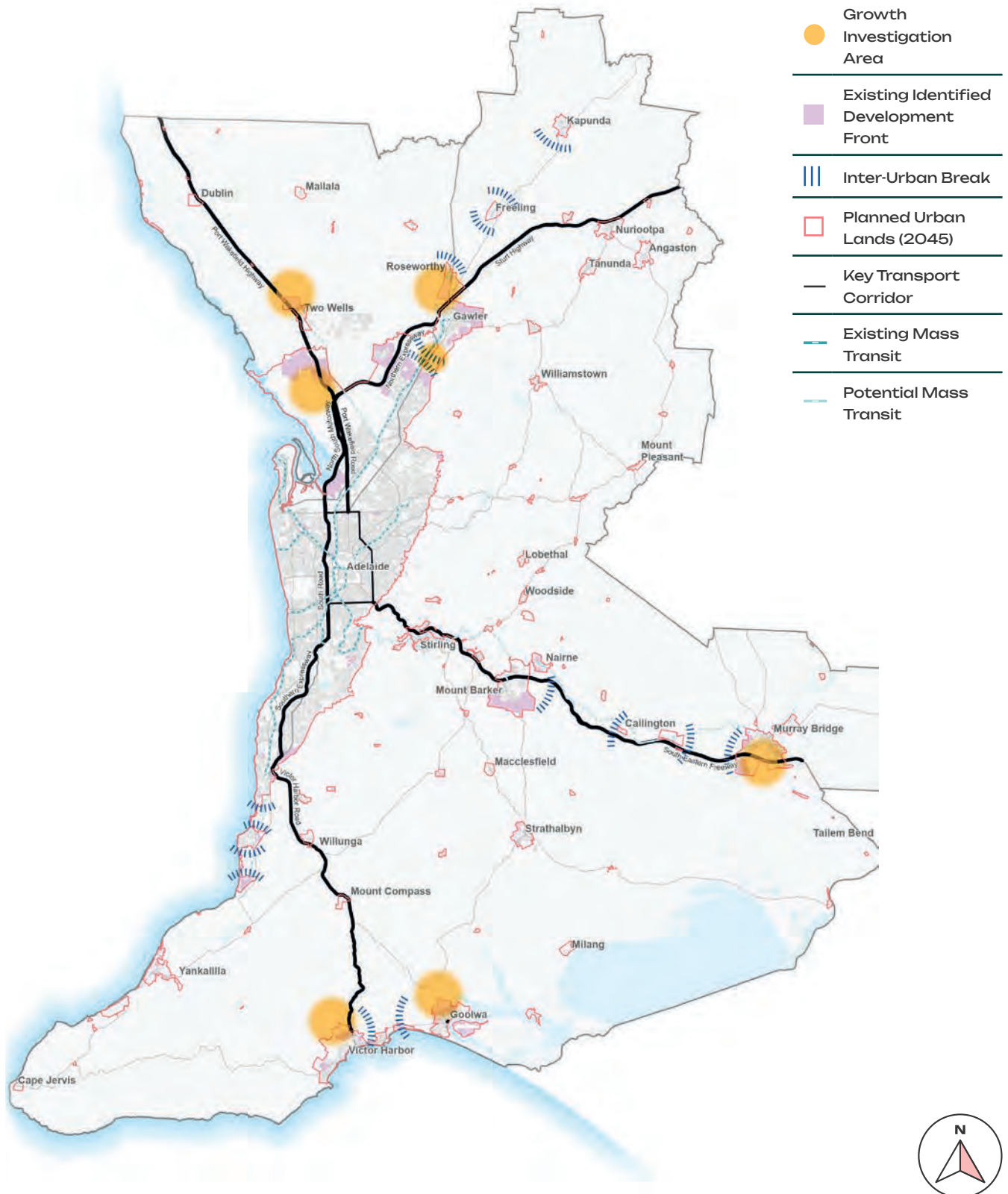
Challenges

Some of the challenges associated with potential future residential/employment activities include:

- Much of the area for investigation is also currently part of the EFPA. This means that land would not be made available for development in the short term, until other land within the urban area is developed
- Any proposals to rezone land in the EFPA requires assessment against the need for this land for long term residential or employment growth, and its landscape, environmental or food production significance
- It will be particularly important to maintain the inter-urban breaks between Goolwa and Victor Harbor to maintain subregional identity, including of that of Middleton and Port Elliot
- It will be important to encourage future employment growth in this region to facilitate a greater level of regional employment self-sufficiency
- The provision of supporting physical and social infrastructure will play a major part in the ability of this region to manage sustainable growth.

The full extent of the investigation area will be refined as part of the detailed investigations for the GARP.

Figure 9 - Proposed areas of investigation
Greenfield and satellite city growth





Urban infill growth

Urban infill, when appropriately located and designed, can deliver significant public benefits. It is easier to achieve Living Locally principles within existing urban areas. And it promotes better use of existing infrastructure.

Urban infill refers to new housing constructed on vacant or underutilised allotments, interspersed among older, existing houses in established neighbourhoods, mostly within metropolitan Adelaide.

Urban infill helps create a more compact city and preserves valuable primary production land and areas of environmental significance. In the right places, infill is the most cost-effective way to grow.⁴³ It yields economic and productivity benefits, with people located nearer a higher concentration of jobs and services.⁴⁴

Infill development contributes to providing greater diversity of housing types, makes better provision for different housing needs, affordability, stages of life and lifestyle choices nearer existing support networks.

But many desirable established suburbs attract large price premiums for being close to infrastructure and amenities. This may put housing in these locations out of reach for those on moderate incomes.

When planned and well-coordinated, infill development can provide the urban form to deliver the Living Locally concept, by putting new housing near employment, amenities and transport options, and by allowing more people to benefit from investments in infrastructure and service delivery.

Urban infill land supply across Greater Adelaide is typically divided into two distinct components – strategic infill and general infill. However, the Commission believes a more nuanced approach to understanding the drivers and challenges of each of these components in differing contexts is needed.



For discussion

How can infill development achieve an urban form that is consistent with the principles of Living Locally?

What do you see as the benefits and potential drawbacks of infill development?

⁴³ Infrastructure SA analysis

⁴⁴ www.infrastructurevictoria.com.au/wp-content/uploads/2023/03/Our-home-choices_How-more-housing-options-can-make-better-use-of-Victorias-infrastructure.pdf

Proposed urban infill investigation areas



Source: WEST

Strategic infill

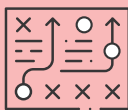
Strategic infill refers to housing developments that typically occur on large, repurposed sites at higher densities (sometimes referred to as 'brownfield sites'). The government's Land Supply Report currently defines strategic infill sites as those that result in a net housing increase of greater than 10 houses.⁴⁵

Developing larger strategic infill sites allows for a master planned approach which can better consider the potential for a mix of diverse housing, greening and open space, stormwater management and parking.

Adelaide has undertaken several developments that demonstrate how obsolete industrial or institutional land can be successfully transitioned to highly liveable communities. Examples of include former industrial sites in the CBD, Lightsview, AAMI Stadium, Bowden, Tonsley and Oakden.

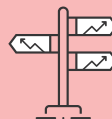
The Commission wants to identify the next generation of strategic and brownfield site opportunities as an important source of future land supply.

⁴⁵ [Land Supply Report for Greater Adelaide \(plan.sa.gov.au\)](https://www.plan.sa.gov.au/land-supply-report)



Why strategic infill?

- Strategic infill is important in maximising opportunities to bring people closer to shops, services and jobs, and facilitating a more efficient and cost-effective use of existing infrastructure
- Master planning can achieve efficient land use and high-quality urban design at the site and precinct levels
- Strategic infill sites can include links to adjacent established neighbourhoods, while allowing for a transition between differing scales and intensities of built form
- The regeneration of former industrial sites at the end of their productive life offers opportunities to create new mixed-use walkable communities.



Challenges

- Larger land parcels are needed to achieve the scale necessary for strategic site master planning. Consolidating this land takes time and coordination where land has fragmented ownership
- It is becoming more difficult to identify these future large-scale strategic infill sites as many of the large and well-located strategic infill sites have already been developed
- The need to ensure enough local employment land to service residents
- Some former industrial sites contain environmental contamination which may require significant and costly site assessment and remediation.

Figure 10 on page 137 identifies preliminary investigation areas for strategic infill sites. But establishing a schedule of strategic infill sites and estimating their full residential potential in the medium to long term is difficult due to uncertainty around landowner intent. Part of the detailed investigation process would be to develop a methodology of how to identify and prioritise new sites.



For discussion

Where is the next generation of strategic infill sites?

Growing the city centre

The Adelaide city centre is an important contributor to infill growth. It is the heart of our state's civic, cultural and commercial life and we aim to have more people living, working, visiting and investing there.





Generating approximately 18% of the state's GSP or \$20 billion annually,⁴⁶ the city caters for 300,000 workers and visitors daily.⁴⁷



Adelaide's CBD is a vital hub of employment, with over 12,000 businesses,⁴⁸ including key educational and international institutions. The city plays an essential role in attracting and retaining talented people and investment in the Greater Adelaide region.



The city is home to 25,026 people⁴⁹ and plays an important role in housing within the region. The population has grown in the last 10 years with over 4,500 more people now living within the city, surrounded by 760 hectares of National Heritage-listed Park Lands.



Over the past decade, strategic investments in the Riverbank precinct, education and health institutions and the Lot 14 Innovation Hub, along with policy initiatives such as the Capital City Policy Review, design review process, targeted rezonings and catalyst sites have facilitated well planned growth within the centre.

⁴⁶ Economy.id, City of Adelaide | Economic Profile, 2021, .idcommunity <[Economic profile | Adelaide | economy.id](#)>

⁴⁷ City of Adelaide, 2021-2022 Business Plan and Budget, 2021, City of Adelaide <[business-plan-budget-2021-2022.pdf \(d31atr86jnqrq2.cloudfront.net\)](#)>

⁴⁸ Adelaide Economic Development Agency (2023), Business Trends, www.aedasa.com.au/business/investing-in-adelaide/investment-insights/businesses/business-by-industry/

⁴⁹ profile.id, City of Adelaide | Community Profile, 2021, .idcommunity <[Home | City of Adelaide | Community profile](#)>



This has resulted in an additional 103 developments, contributing to 3,500 student accommodation rooms, 1,636 hotel rooms and over 7,500 apartments. The City of Adelaide is a strong contributor to residential growth, with the development of Eighty Eight O'Connell, Market Square and the former Franklin Street bus station.



Successful cities around the world have strong residential populations Living Locally. Population forecasts suggest that the City of Adelaide will double its residential population, to almost 50,000 people over the next 20 years.⁵⁰



To support this, the State Government and City of Adelaide have committed to developing a contemporary plan for the city that guides future growth. The new City Plan will aim to ensure the ongoing success of South Australia's capital on the state, national and international stage.



Recent land supply studies for the city identify more than adequate privately held land to meet future development demand. Changes to planning policies and building codes need to be investigated to incentivise and enforce supply of diverse, affordable, and environmentally sustainable developments.

⁵⁰ profile.id, City of Adelaide | Population Forecast, 2021, .idcommunity <Home_|City of Adelaide_|Population forecast>

Addressing planning challenges such as airport building height limitations, adaptive reuse of heritage buildings and the activation of ground floor spaces will help realise the growth potential of the city centre.

Whether for student housing, essential workers accommodation, apartment living, adaptive reuse of heritage buildings or office space conversion, city developments must be attractive and affordable for the diversity of residents choosing to call the city home.



Urban corridor development

Urban corridor development will continue to play an important role in providing growth options. It will locate more homes near high-frequency public transport offering more choice in how to move around.

This form of strategic infill presents different challenges relating to its 'strip' form – predominantly between main arterial roads and established low density residential areas within inner and middle ring suburbs. The 30-Year Plan aimed to locate most new housing within current urban lands, particularly along transit corridors. As a result, the Urban Corridor Zone was introduced into the planning system in 2013, along transit corridors close to the CBD. In 2017, this expanded to other sites. Amendments to policy to improve the form and appearance of new developments, and the integration of new developments with existing neighbourhoods also followed. Examples of recent transit corridor development are along main roads such as Prospect Road, Churchill Road and Anzac Highway.



Churchill Road - Source: Sweet Lime Photo



Why urban corridor development?

- Offers increased housing choice in established urban areas, near existing jobs, services, and transport
- Presents opportunities for mixed use development and more affordable and diverse living in highly sought-after established areas
- Focuses growth in transit corridors, so we can preserve Adelaide's distinctive urban character, and relieve pressure on established suburban streets.



Challenges

- Integration of higher-density corridor developments with adjacent established housing, land division patterns and allotment depths
- Larger sites improve design outcomes, but fragmented ownership can impede site assembly
- Some corridors are impacted by heritage and character overlays or are adjacent heritage and character suburbs. Any development of these corridors needs to be sensitively integrated into the surrounding urban form, and the design and interface carefully managed.
- Ensuring enough local employment land to service residents
- Some former industrial sites pose the risk of environmental contamination.

Urban corridor development will play an important role in the ongoing delivery of diverse housing supply in inner and middle metropolitan areas. This can accommodate future growth under the Living Local concept, while balancing the desire to preserve the established character of many of these neighbourhoods.

The Commission anticipates two types of corridor development, depending on the sensitivity of adjacent land uses:

1. Corridor development next to established residential land uses, particularly heritage and character areas will be of a lower scale and intensity to manage the interface with these neighbourhoods.
2. Corridor development with fewer sensitive interface issues to manage will seek to maximise the scale and intensity of buildings and uses.

The Commission proposes to review the strengths and deficiencies of current urban corridor code policy, and the next iteration of urban corridor rezoning, based on infrastructure capacity, locational advantages and market preferences, see Figure 10. The Commission is undertaking a commercial viability analysis to better understand the market conditions that are favourable to residential and mixed-use development on main roads.



Prospect Road - Source: Sweet Lime Photo

Case study: Prospect Road Village Heart

The Prospect Road Village Heart has been transformed over the past 15 years as an example of transit-corridor revitalisation which has created active community spaces, a stronger local economy and high-quality built form.

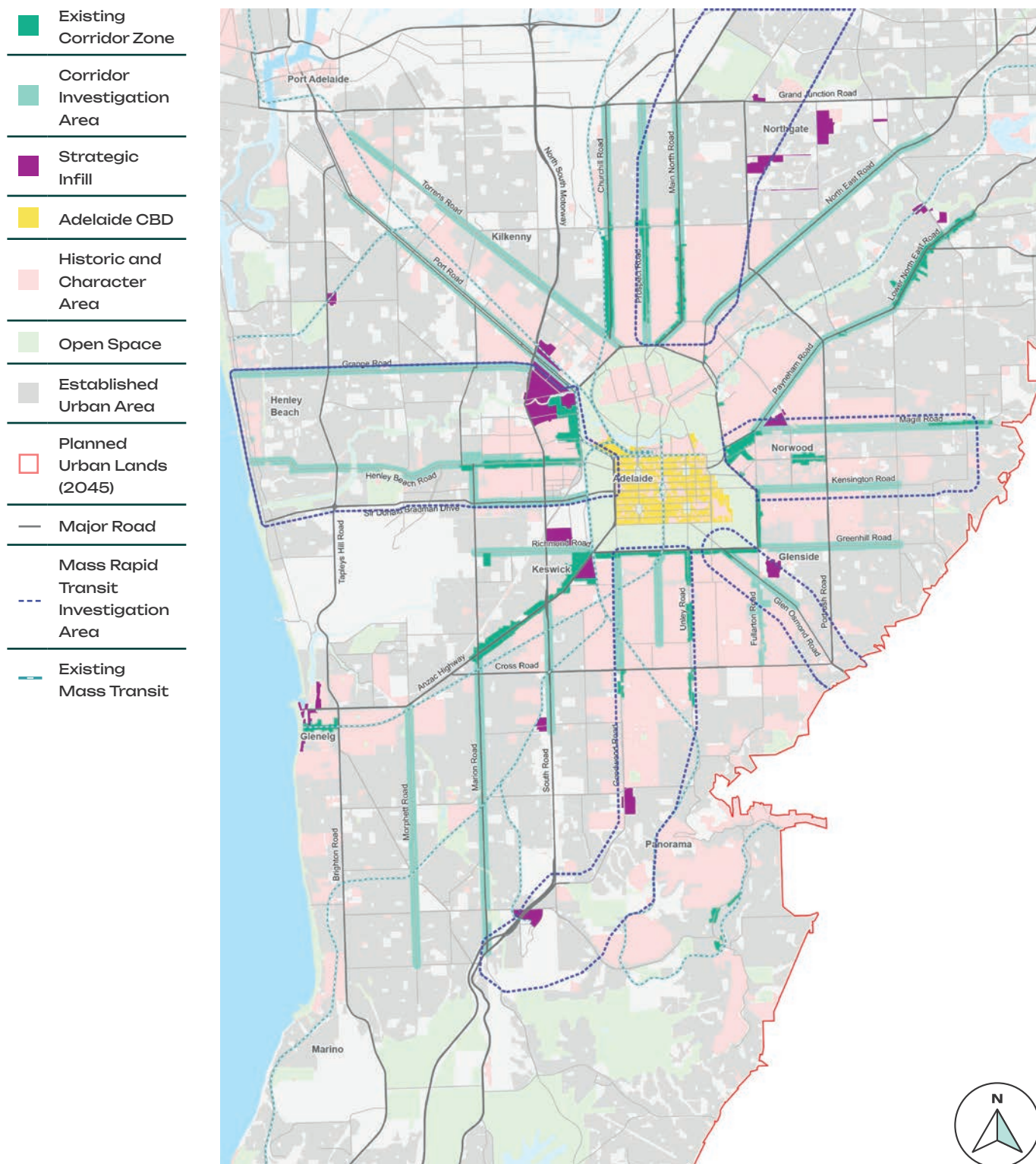
The precinct was rezoned as an Urban Corridor (Main Street) in 2010 to facilitate medium density residential development and a vibrant mix of day and night land uses.

120 new homes have been constructed or approved for development in the precinct since 2017, providing more housing choice in an area that is well serviced by local amenities and an easy distance from jobs and institutions in the CBD. A new cinema complex was completed in 2017 and the Community Hub, Library & Innovation Centre in 2020.

In the corridor immediately north of this zone, an additional 57 apartments and town houses have been completed since 2016.

Prospect Road has been narrowed at the main retail precinct, and speed limits reduced to create a safer and more attractive environment for pedestrians while maintaining the functionality of the transit corridor for road users and high-frequency public transport.

**Figure 10 – Proposed areas of investigation:
Strategic infill and corridor growth**



Regenerated neighbourhoods and urban activity centres

Neighbourhood regeneration refers to areas with housing stock that can benefit from redevelopment over time. These include locations with higher concentrations of ageing public housing that are in need of renewal.

Areas such as Blair Athol and Woodville Gardens have benefited from new private homes, improved social housing and investment in new public infrastructure. This category also includes privately-owned housing in middle ring suburbs (often from the 1950s, 60s and 70s) that owners are demolishing to replace with modern housing stock.

Urban activity centres are focussed around large retail centres that service a broad population and include public transport interchanges or high frequency public transport connections. Examples include Marion, Elizabeth, Tea Tree Plaza, Arndale and Noarlunga.

Due to their scale and population catchment, they generally provide a full range of services like shopping, entertainment, health, community and recreation. This provides an opportunity to further develop higher-density housing that will capitalise on the proximity to these services and support their economic viability.

Several of these locations were identified as transit-oriented developments in the 2010 30-Year Plan for Greater Adelaide, however market conditions then were not conducive to delivering higher-density residential development in these locations. They also require much greater planning and coordination due to fragmented land ownership, and the need for improved local infrastructure and design outcomes.



Source: Aspect Studios and Sweet Lime Photo



Why regenerate neighbourhoods and centres?

- Potential neighbourhood regeneration areas (such as middle ring suburbs not covered by heritage or character overlays) are often linked to areas of public housing or ageing housing stock that may benefit from rejuvenation
- Urban Activity Centres are often the focus of significant infrastructure investment (e.g. public transport, recreation, education, and medical facilities) and offer a variety of retail and services
- The land uses in and around some centres could be better zoned to provide a range of housing options near these services and facilities
- Done well, there are many benefits to this approach including being able to provide alternative ways for people to move around (e.g. walking, cycling, public transport).



Challenges

- A renewed focus on areas in and around urban centres will need better implementation and coordination measures and consideration of current infrastructure capacity
- Sensitive integration with adjacent established housing is essential
- Larger sites improve design outcomes, but fragmented ownership is a challenge to site assembly.





Source: SA Housing Authority

Case study: Blair Athol Project

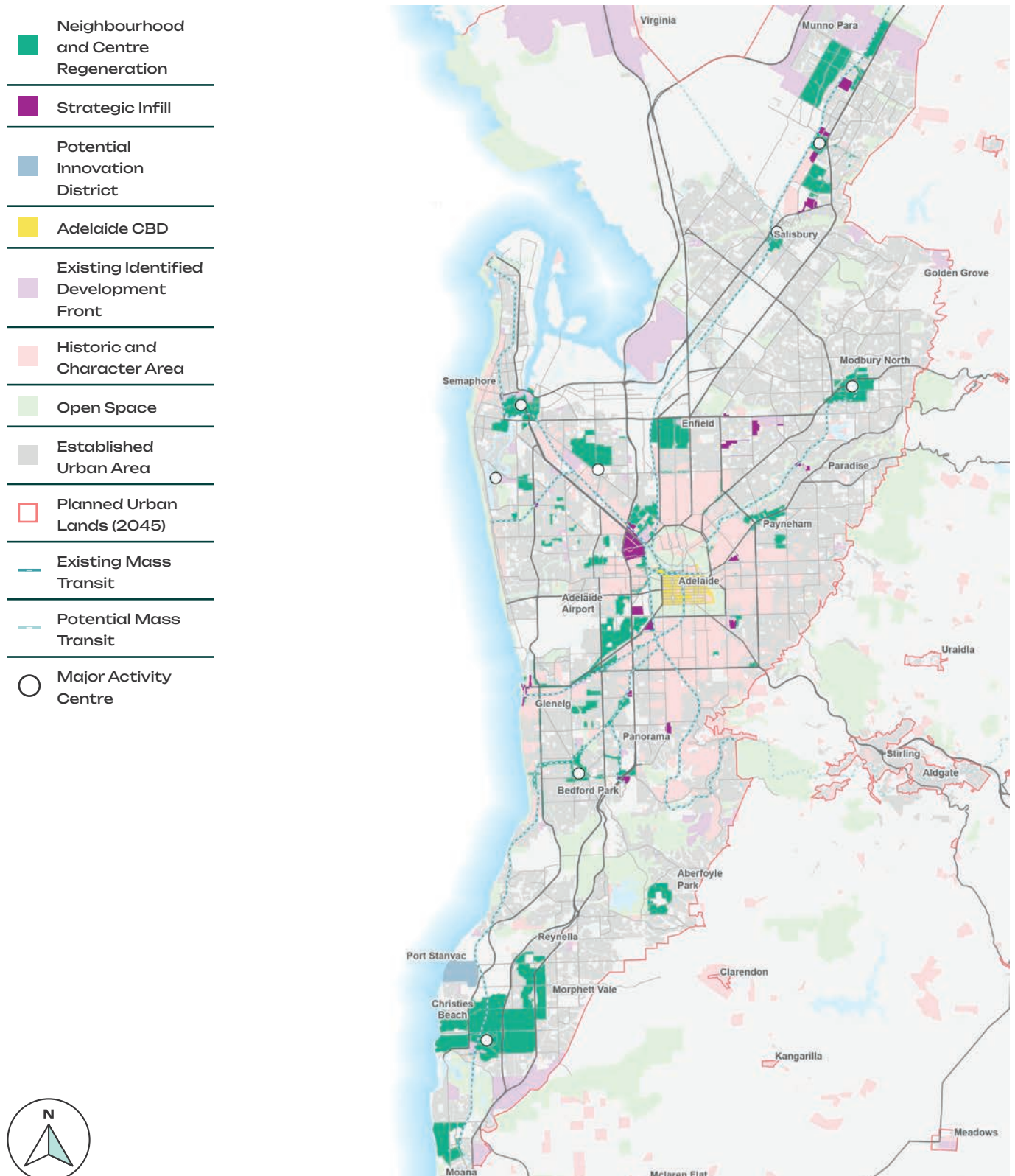
The suburb of Blair Athol is located just 15 minutes from Adelaide's CBD. Part of this neighbourhood was developed by the South Australian Housing Trust in the mid-1950's. By 2020 much of this housing had come to the end of its life and been gradually demolished, leaving a mix of vacant land and aged 'double unit' homes.

The Blair Athol Neighbourhood Renewal Project is redeveloping this area to deliver a mix of affordable housing, open market land sales and new public housing. New public housing is designed to better suit tenant needs, is more energy efficient and easier to maintain.

In addition to new housing, roads and improved streetscapes, the project is also delivering new open space.

This includes the Dover Street Reserve which opened in October 2022 and was delivered in partnership with the City of Port Adelaide Enfield. This new green space incorporates play space, reserve and stormwater management infrastructure, delivering recreation opportunities and other benefits for both local residents and the wider community.

Figure 11 – Proposed areas of investigation
 Urban activity centres and neighbourhood regeneration



General infill

General, or small-scale infill, such as the division of existing allotments into 2, 3, or 4 smaller allotments, makes an important contribution to new housing supply.

Small scale general infill development will continue to play a role in meeting ongoing strong demand for housing in the middle and outer ring suburbs, as older housing stock reaches end of life. Delivering sustainable outcomes that meet community expectations will require analysis of local infrastructure capacity, and better design, landscaping and urban tree canopy protection.

The Commission recognises the need to manage small-scale infill with greater care to address community concerns about poor design, tree canopy loss, street parking, and detrimental effects on area heritage and character.

In March 2021, the Commission implemented a range of improvements to residential infill policy in Greater Adelaide. The improvements focus on 4 key themes:



Trees and
landscaping



Stormwater
management



Carparking
and garaging



Street appeal
and façade

In addition, the Commission contracted BDO EconSearch and Tonkin Engineering to produce 2 Options Analysis Reports, in relation to Stormwater Management and Tree Canopy Cover. The reports, together with a summary of the Commission's [Raising the bar on infill development](#), are on the PlanSA portal.

Since the full implementation of the new planning system on 19 March 2021, a total of 79 development approvals have been granted for 2 or more dwellings under the new deemed-to-satisfy pathway.⁵¹

The Planning and Land Use Services division of the Department of Trade and Investment is providing reporting and analysis to the Commission on a 6-monthly basis to:

- Closely monitor the outcomes of improvements to the residential infill policy
- Consider any improvements to ensure general infill development preserves and enhances residential amenity and supports the demand for well-designed, quality infill.

The government has also acknowledged community concerns about some aspects of infill development. In August 2022, the Minister for Planning appointed an expert panel to consult community and other stakeholders and recommend improvements to how infill development is undertaken.

Figure 12 demonstrates that general infill development has been particularly prevalent in the middle ring suburbs in western Adelaide, the south and north-east. The ongoing capacity of these suburbs and their infrastructure will need to be investigated to inform where future growth should occur.






The Commission's view is that general infill needs to be better targeted to areas with infrastructure capacity, and areas which would benefit from renewal and greater housing choice. New housing forms and future living models will need to meet community expectations and preserve valuable heritage and character areas.


⁵¹ Deemed-to-satisfy developments are straightforward and envisaged for their proposed location. For example, a new house in a residential zone. For a development to be Deemed-to-satisfy, it must meet all criteria set out by the Planning and Design Code. These developments are fast-tracked through the assessment process and cannot be refused approval. The decision-maker also must grant approval after five business days of assessment

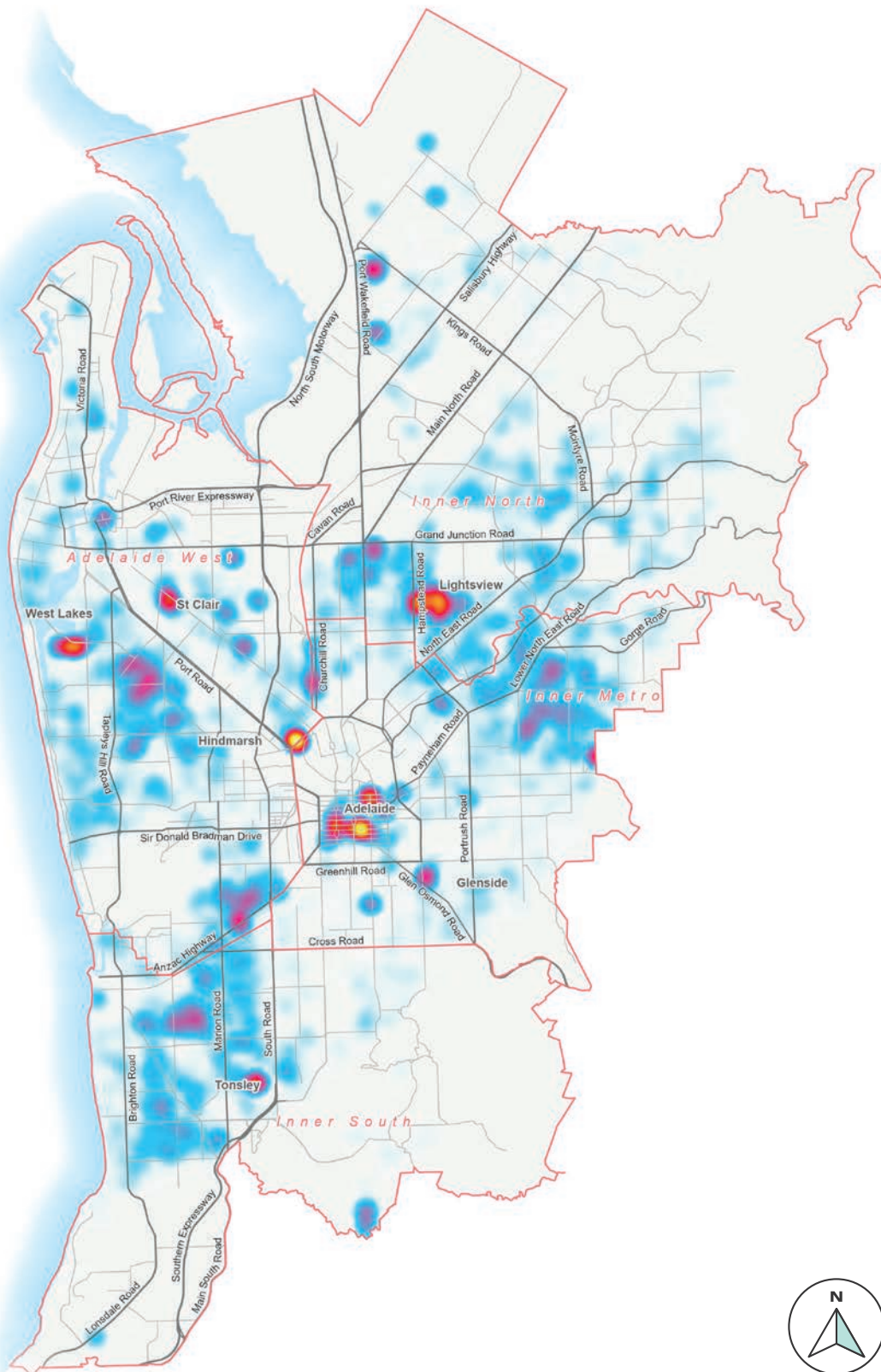
Figure 12 – Inner Metro
Development activity (2017-2022)

Development Activity (2017-2022)

-  Low
-  High

-  Land supply region

-  Major road





Employment lands

The planning system plays a critical role in supporting the ambitions of the South Australian Economic Statement⁵² to deliver a smart, sustainable and inclusive future, by allocating enough land for current and future industries. A prosperous economy requires us to have employment land that:

- will accommodate our current and future industries
- is appropriately serviced and connected to the world through digital infrastructure, roads, rail, ports and airports
- is well connected to a skilled work force and environments that are attractive places for talented workers
- is protected from incompatible development and balances competing uses appropriately.

A range of global trends will impact the type and amount of employment land we will need in Greater Adelaide over the next 30 years. The COVID-19 pandemic and other global factors (like the war in Ukraine) exposed our reliance on overseas trade. A renewed focus on sovereign capabilities, and domestic supply of goods and services, has the potential to drive local manufacturing, and increase demand for innovation and technology clusters like at Lot Fourteen and Tonsley. These clusters modernise manufacturing and bring together advanced research, training and business. Opportunities also exist to better integrate quieter and greener industries into our urban environment.

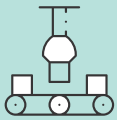
South Australia is also well positioned to be a global leader in the defence and space industries. The construction of AUKUS nuclear-powered submarines at the Osborne Naval Shipyard will surpass any major project in the state's history, and will have flow-on effects across a range of sectors, including manufacturing, innovation, quantum technology and artificial intelligence.

The effects on future employment land will be extensive and reach well beyond the Osborne precinct. The project will also influence where people choose to live and how they get to work.

⁵² South Australian Economic Statement www.premier.sa.gov.au/south-australian-economic-statement

Employment land trends

Several employment trends will influence job types and future land use requirements within Greater Adelaide.⁵³ These trends will inform the decisions we need to make about the type and location of employment land required:



Growth of advanced manufacturing

- South Australia is well-positioned to support growth in forms of 'advanced manufacturing'. These activities generally involve the use of innovative and leading-edge technologies to streamline the manufacturing process
- Advanced manufacturing presents an opportunity for future growth, particularly in the context of disrupted global supply chains, and a renewed focus on sovereign capability and local manufacturing
- Manufacturing will continue to grow and remain the largest employer. Jobs will primarily be driven with investments in defence projects at Osborne, in the LeFevre Peninsula employment precinct.



Diversification of business types located within employment precincts

- Employment precincts are increasingly accommodating activities linked to the provision of services and retail
- Population serving activities will continue to play an important role in providing the products and services that underpin urban productivity and liveability
- The number of jobs across inner-suburban employment lands is expected to grow. Jobs will be driven by knowledge-intensive activities that typically seek locations near the CBD, and access to skilled workers
- Locations for inner-suburban employment precincts are often identified for rezoning to residential uses. This highlights the need to balance new city-fringe housing with future employment needs.

⁵³ Employment trends and employment projections are based on material from an employment lands background paper prepared by SGS Economics and Planning in 2020.



Increased household consumption and global trade

- Rising household incomes have increased demand for imported goods from both national and overseas producers. Meanwhile, global demand for Australian-made goods is increasing
- Increasing import and export demand has increased the amount of employment land dedicated to the storage and distribution of goods, particularly in precincts with access to strategic freight routes, intermodals, and trade gateways.



The role of new infrastructure in reshaping urban geographies

- Governments are recognising the need to invest in new infrastructure to ensure that urban economies are positioned to prosper. These infrastructure investments typically reflect the need to generate productivity improvements to make local producers more competitive and reduce the costs associated with accessing goods from overseas suppliers
- Land around Edinburgh Parks, Outer Harbor, Adelaide Airport, and the South Road corridor will see increases in new commercial enterprise. This highlights the importance of trade gateways and freight corridors to drive new employment growth.

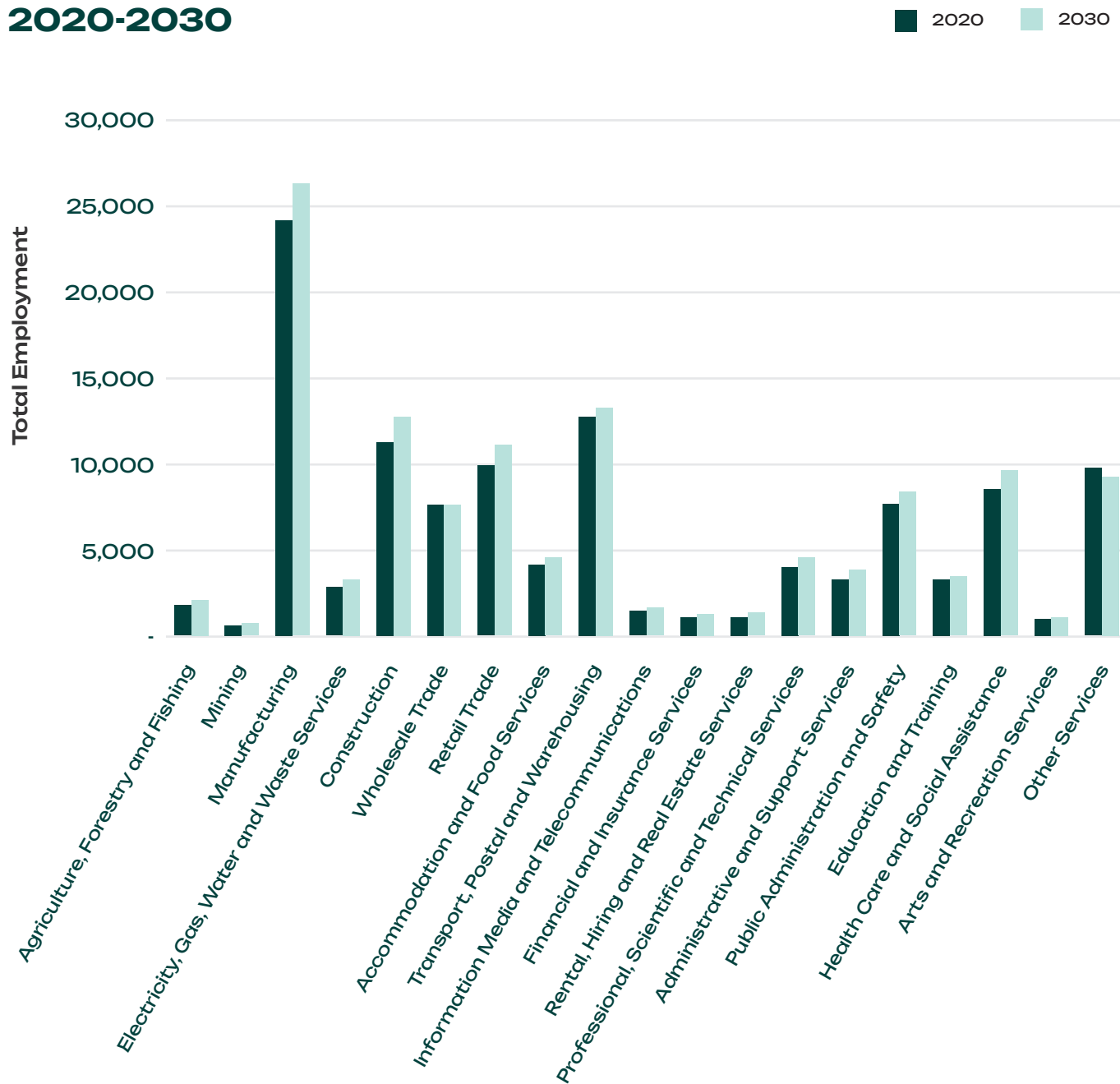


Impact of COVID-19 on employment lands

- Preliminary information indicates employment land in the Outer North and Adelaide West regions have experienced strong growth since the beginning of 2020.⁵⁴ This trend will need to be closely monitored to ascertain if this demand will continue post COVID-19.

⁵⁴ Employment Land Supply Report 2021

Figure 13 – Employment by industry type across Greater Adelaide employment lands, 2020-2030



Current employment land

Greater Adelaide has more than 13,000ha of zoned employment land. Most is north of the Adelaide CBD. The Adelaide West region, which includes key precincts such as Wingfield, Gillman and the LeFevre Peninsula, accounts for more than 4,000ha.

Key business and industry clusters within Greater Adelaide, broken down into the four broad industry categories, include:



Traditional:

Lonsdale, Wingfield, Lefevre Peninsula, Direk and Greater Edinburgh Parks



Freight and Logistics:

Greater Edinburgh Parks, Direk, Adelaide Airport, Lefevre Peninsula, Wingfield and Regency Park



Knowledge Intensive:

Tonsley, Lot Fourteen, Technology Park (Mawson Lakes), Kent Town/Stepney and Torrensville



Population Serving:

Somerton Park, Seaford, Glynde and Beverley

These business and industry clusters are important job sources, supported by existing infrastructure.

In addition 1,800ha of land has been identified for future employment use in the Outer North region, primarily associated with the Greater Edinburgh Parks precinct.

Before the COVID-19 pandemic, about 60ha of zoned vacant land was being taken up annually for employment land. Anecdotal evidence suggests consumption has increased since 2021 to pre-Global Financial Crisis (GFC, 2007-2008) levels of about 110ha. This increase is largely in response to additional warehousing and manufacturing demand during global lockdowns.

Applying this rate of consumption to the current vacant stock of employment land, the Greater Adelaide region has an estimated employment-land supply ranging from 24-44 years. To maintain a 15-year rolling supply of zoned employment land, additional land may need to be brought online in about 10 years.

This supply could be drawn from both protecting existing employment land where it's needed, or identifying new greenfield employment land. It is also important to identify employment land that no longer suits its purpose because of its location or its links to supporting infrastructure. This land could be considered for future mixed used development.

Future demand for employment land

Employment generating activities within employment land broadly fit into one of 2 categories:

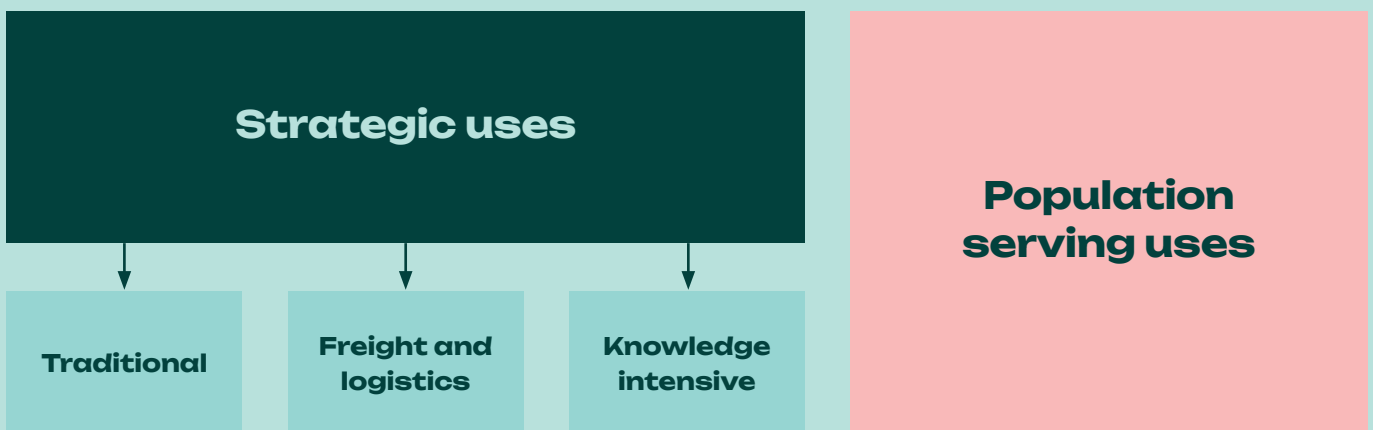


Strategic



Population serving

Figure 14 – Broad industry categories (BIC)



Traditional industries and freight and logistics

Traditional industries include manufacturing, waste services, construction and wholesale trades. They tend to seek locations with access to skilled blue-collar workforces. These industries often generate offsite impacts, such as noise and odour. So, they usually seek locations buffered from sensitive uses.

Freight and logistics employ relatively few people but are vital for a productive urban economy. Usually associated with heavy vehicle movements, they tend to require large lots close to freight routes, in precincts buffered from sensitive uses.





Principles

Traditional industries should be grouped with other industrial activities in locations that:

- can be developed with appropriate infrastructure
- have access to freight, road and rail connections
- can operate 24/7 without impacting sensitive uses.

Given the strategic importance of these locations/precincts for local manufacturing and the amenity impacts associated with these activities, they need to be preserved and protected from encroachment of sensitive uses, such as housing.

Sites that have state and national significance such as Greater Edinburgh Parks, Gilman and the National Naval Shipbuilding precinct at Osbourne would benefit from greater long-term protection from residential encroachment or other activities that may compromise their ongoing operations.

Consideration should be given to legislative protection for local manufacturing and defence industries that prevents encroachment of incompatible land uses into the future.



Future demand

New industrial land is required to provide employment to growing communities including:

- along the South-eastern Freeway at Monarto, to support growth in Murray Bridge and Mount Barker
- on the Fleurieu Peninsula, to support growth in Goolwa and Victor Harbor.
- Greater Edinburgh Parks with appropriate infrastructure and key freight connections
- Lonsdale
- north-western locations including Gillman, Wingfield and LeFevre Peninsula
- Adelaide's West, with its key trade gateways, freight corridors and large tracts of well-protected employment land. It is the most significant region within Greater Adelaide for both traditional and freight and logistic employment activities.

Knowledge intensive

Knowledge intensive industries tend to prefer precincts accessible to relatively educated worker populations, near knowledge-generating institutions (universities and hospitals), and public and private sector organisations. These industries are often found in CBDs or dedicated innovation hubs (e.g. Tonsley Innovation Precinct).





Principles

Encroaching residential development, typically at higher densities, is putting pressure on inner city employment land.

This land may be valuable for future knowledge-based industries, due to proximity to a skilled workforce, high amenity residential locations required to attract and maintain skilled workers, and key institutions within the CBD, such as universities.

These precincts are often targeted for rezoning to non-industrial land uses, highlighting the need to balance landholders' interests and the need for new housing with broader economic objectives.

Since the implementation of the Planning and Design Code, there have been 9 rezoning proposals for 170 hectares of inner-city employment land. This would generate 2,340 new houses but reduce land supply for employment activities.

Inner Metro and Inner South locations could support new knowledge-based innovation precincts, also including housing. Tonsley is an example of how innovation and housing can join with access to a skilled workforce and key institutions. There is opportunity to capitalise on the synergies of industry and housing to provide workers with a high amenity precinct, within proximity of employment, transport and services.



Future demand

Growth in knowledge intensive industries will continue, particularly in the Inner Metro and Inner South regions, including:

- Mawson Lakes
- Lot Fourteen
- Tonsley Innovation Precinct
- Thebarton BioMed Precinct
- Glenside Creative Industries.

Lonsdale has previously been identified as a Strategic Industrial Area. Port Stanvac is immediately adjacent. It presents an opportunity for development beyond employment, including a mix of housing, employment and innovation. The location has existing strategic links to transport, industry and renewable energy. The Keswick Barracks also provides a unique opportunity as a mixed-use innovation hub that could play a complementary role to defence projects at Osborne by providing complementary housing, employment and innovation uses.

Population serving

Population serving uses are shaped by demand-generated activities to meet day-to-day needs. Activities include retail, education, health care, recreation and social services, along with other occasional needs like car maintenance.

Demand for these sorts of activities tend to be relatively evenly distributed across metropolitan areas, in locations with good accessibility and visibility to population catchments.





Principles

Demand for population serving activities will continue to grow, with new opportunities emerging in regions with higher rates of population and dwelling growth.

While inner city employment land has become an attractive proposition for residential development, we need to safeguard employment land near where people live to continue providing services that meet the needs and demands of the growing population. Decisions need to be made about where and how these services can be located, including:

- Balancing the protection of employment land for serving new residents and rezoning for residential development
- Promoting mixed use precincts that can accommodate new housing and a range of activities to provide for the needs of a growing population
- The role of neighbourhoods and activity centres in accommodating compatible non-residential uses, such as education, social services, retail and recreation services, near where people live
- Setting aside land in greenfield growth areas for new service industries, including industrial, commercial and retail land.



Future demand

Provision of future employment land to support population serving uses will be required where population growth is anticipated, including in:

- Mount Barker
- Murray Bridge
- Northern Adelaide
- Goolwa
- Victor Harbor.



For discussion

What are the most important factors for the Commission to consider in meeting future demand for employment land?



Open space and urban greening

Public open spaces, greenways and urban-greening promote sustainable living. They facilitate social interaction, improve physical and mental health, help cool urban areas, and support natural systems.

The protection and enhancement of natural areas is also crucial. They provide biodiversity and ecological services such as breeding areas, movement corridors for threatened species, and carbon storage.



Open space

The Adelaide Metropolitan Open Space System (MOSS) was first proposed in 1967 and formally initiated in the early 1990s. The purpose of the MOSS was to identify the second generation of Park Lands to complement the original Park Lands established by Colonel Light's vision in 1836.

The Commission will build on the MOSS framework in the GARP to create quality open space across the region (See Figure 16 for the 2010 and current MOSS areas).

This includes recognising:

- Urban forests, parks and lake reserves
- Watercourse and coastal linear parks
- Trails, greenways, shared use paths and green buffers
- Sustainable recreation and sporting facilities
- Inter-urban breaks.



Principles

The development of a new Open Space Strategy for Greater Adelaide will expand on the existing MOSS framework to support:

- An interconnected network of open spaces across metropolitan Adelaide
- An equitable range of quality public open space and places
- Provision of inter-urban breaks to separate and define distinct townships and urban areas
- The integration of water sensitive urban design and stormwater management in association with recreation, aquifer recharge, and water quality management
- Provision of open space and green corridors to support critical habitat, movement of wildlife, biodiversity and native vegetation
- Identification of regional open space connections across new urban areas



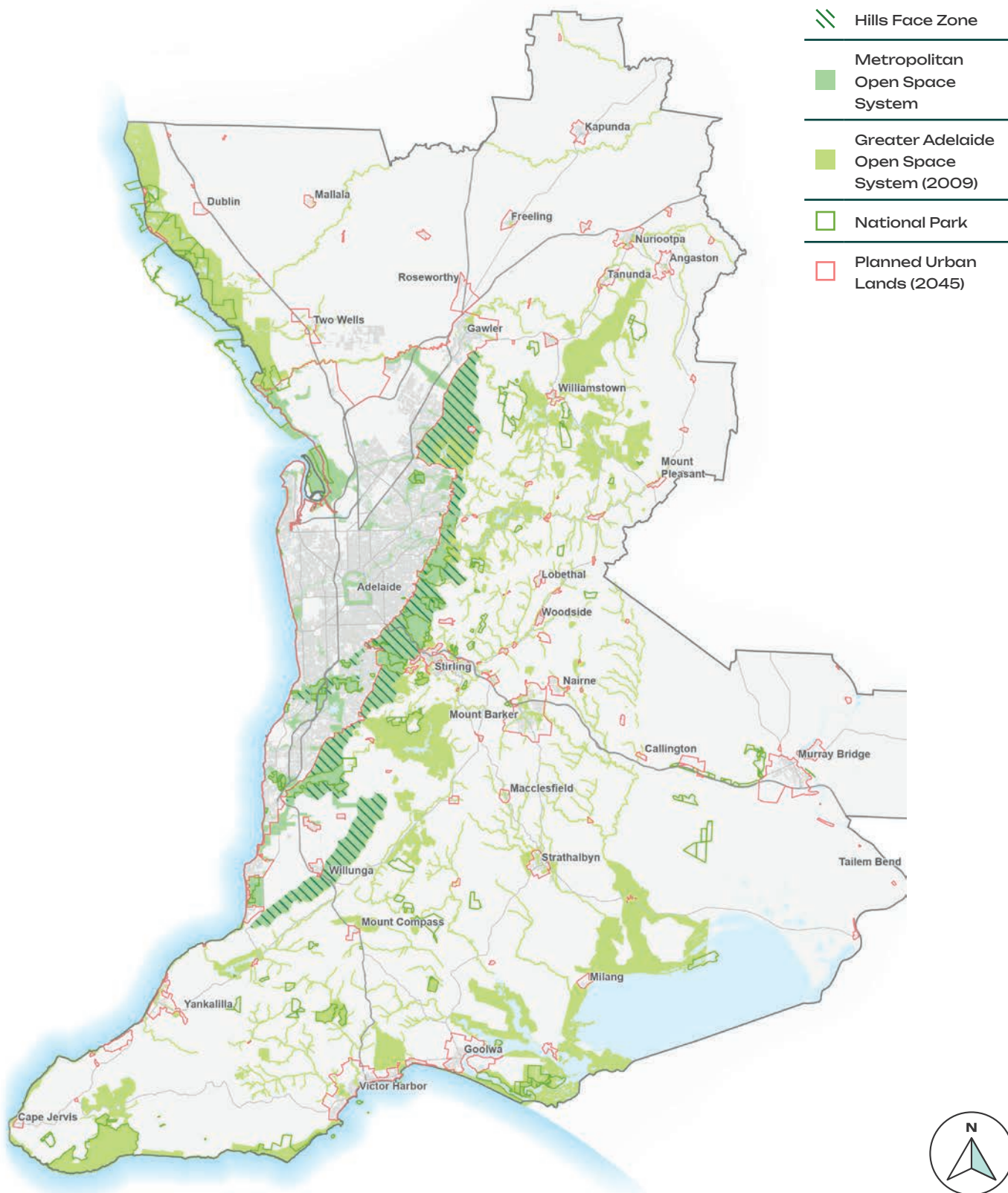
Source: Swanbury Penglase and Sweet Lime Photo

Coast Park is a State Government initiative to develop a continuous 70km cycling and walking trail along the metropolitan coast from North Haven to Sellicks Beach.

The linear park provides many benefits including amenity, recreation and a buffer against the effects of Climate Change. The trail's completion was identified as a priority in the 30-Year Plan. The 1.3km stretch between Semaphore Park and West Lakes Shore is the final section in the first stage of the continuous trail. This is expected to be completed in November 2023, while a completion date for Stage 2 is yet to be confirmed.



Figure 16 - Greater Adelaide
Open space



Urban greening

The 30-Year Plan identified the target to increase urban green cover by 20% across metropolitan Adelaide by 2045. Urban greening can include private and community gardens, parks and reserves, trails street trees and rooftop gardens.

Green Adelaide⁵⁴ is currently preparing an Urban Greening Strategy in response to this target. Urban greening is known to provide multiple economic, social and environmental benefits including:



**maintenance of habitat
for native fauna**

**reduction of the urban
heat island effect**

**air quality
improvement**

**improved neighbourhood
appeal and amenity**

⁵⁴ Green Adelaide is a statutory board established in July 2020 by the Government of South Australia, with a vision to create a cooler, greener, wilder and climate-resilient Adelaide that celebrates our unique culture.



Principles

Councils have varying amounts of tree canopy cover and are working to accelerate urban greening through strategic planning and policies.

A review of the Urban Green Cover Target and relevant policies needs to consider a range of environmental, social and land use factors when contemplating future urban greening targets. This will require a more nuanced approach, which considers:

- different contexts and urban environments. For example, different targets for dense urban areas and industrial areas compared to suburban areas

- wellbeing and social vulnerability measures to prioritise increases in canopy cover in areas with low canopy cover, urban heat hotspots, and higher proportions of vulnerable groups.

Infill sites can create urban greening challenges due to the increased site coverage and impervious surfaces. Consideration should be given to alternative approaches and better linking open space requirements for land division, development density, different types of neighbourhoods, and community health and wellbeing outcomes.



For discussion

What are the most important factors for the Commission to consider in meeting future demand for open space?

What are the most important factors for the Commission to consider in reviewing and achieving the Urban Green Cover Target?

Implementing the Greater Adelaide Regional Plan

Bringing the GARP to life over the next 30 years will require ongoing collaboration and coordination across government, councils, industry and the community. The PDI Act gives us the tools to implement some changes quickly, while other initiatives will need more time, investigation, and investment.

Effective delivery of the plan will benefit from the suite of new digital tools in the state's new planning system.

For example, a new residential land development monitor will be released in 2023. This online dashboard will make zoning and land availability data more timely, accessible, transparent and interactive. It will keep government, industry and councils up to date with trends in land supply and demand, and enable faster responses to changes in the market. The dashboard will also help the new Housing Infrastructure Planning and Development Unit to coordinate infrastructure investment and facilitate well-served developments.





Source: Planning and Land Use Services

Other tools that can be used to help roll out the new GARP include:



Complying changes to the Code that can take effect quickly when they are consistent with a recommendation of the GARP.



A prioritised program of zoning changes and policy enhancements through local and state government Code Amendments over the next five years.



Inter-agency coordination and digitised mapping of current and planned trunk infrastructure, as growth investigations are progressed.

P.3 Pulling it all together to prepare the new Greater Adelaide Regional Plan

Next steps for growth investigations

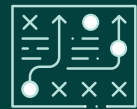
Urban development models with the greatest capacity to accommodate growth are:



Urban corridors



Satellite cities



Strategic infill sites



Master planned communities



Regenerated neighbourhoods and activity centres

These key models have the potential to shape the future of our region. They will need more policy intervention, infrastructure investment and coordination.

The Commission proposes to undertake detailed investigation of the identified greenfield and infill growth areas for inclusion in the new plan. This involves:

- Localised evaluation, including detailed consultation with councils and agencies
- Analysing existing and future physical and social infrastructure capacities and provision
- Reviewing relevant economic factors, including market attraction, propensity, landowner intentions and employment availability
- Evaluating growth options to determine priorities based on governance, economic, physical and social factors.

The detailed investigation and prioritisation phase will include review and consideration of feedback received during consultation on this Discussion Paper.

Public consultation opportunities

The GARP will be developed and finalised following extensive discussions with local government, state agencies, the community and industry, using the process below.

Stage 1



Stage 2



The conversation

This Discussion Paper has been prepared to stimulate new thinking and informed debate about how a GARP will provide for the 300,000 additional homes we may need over the next 30 years.

The Commission is looking beyond how we have always done things. We aspire to a plan that is forward-looking, flexible and responsive live data, and to the long-term global issues and trends shaping the future of where and how people live, work, travel, and use public spaces.

Looking to this challenging and changing future, the Commission considers Greater Adelaide's growth should be guided by the following four outcomes:



A greener, wilder and climate resilient environment



A more equitable and socially cohesive place



A strong economy built on a smarter, cleaner, regenerative future



A greater choice of housing in the right places

To achieve these outcomes, our urban form should reflect the principles of Living Locally, so people can meet most of their daily needs within a comfortable walk, cycle or public transport ride from their homes.

Living Locally is about building sustainable, well connected, thriving neighbourhoods that meet the diverse needs of the people who live in them. It is about choice and flexibility, recognising people choose to live, work, play, and travel differently – and that those needs and preferences will continue to evolve.

The ideas put forward here on where Greater Adelaide can grow reflect the Commission's approach to growth – a combination of greenfield, township, satellite city and infill development, in the right places, with timely provision of infrastructure.

All growth types have benefits and challenges we need to weigh up. But they can all be done well with careful and considered planning.

This Discussion Paper identifies areas across Greater Adelaide with opportunities and potential we should investigate. The proposed growth investigation areas consider the planning constraints across the region, the need for housing diversity, opportunities to create new jobs, the importance of open space, and the necessity for coordinated infrastructure and services.

There is still much to be done before we can decide if these investigation areas will be part of our long-term housing and employment land supply.

The Commission has undertaken detailed research to prepare an evidence-based Discussion Paper. But we do not have all the answers and insights about how and where Greater Adelaide should grow. We want to hear from you, from communities, councils and industry. We want your feedback, ideas and innovative thinking to help us prepare a draft plan for consultation in 2024, and ultimately a plan for the Greater Adelaide of our future.



Please join the conversation.

How to get involved

You are invited to provide feedback on the Greater Adelaide Regional Plan Discussion Paper within the 3-month public consultation and engagement period beginning on Monday 14 August 2023 and concluding on Monday 6 November 2023 (5:00 pm). Written submissions are to be provided no later than 5:00pm on the last day of consultation via:



**The Greater Adelaide Regional Plan Discussion Paper
YourSAy page**



The PlanSA online submission form



Email:

plansasubmissions@sa.gov.au

(Subject: Submission – Greater Adelaide Regional Plan Discussion Paper)



Post:

Attention: Growth Management Team, Planning and Land Use Services
Department for Trade and Investment
GPO Box 1815, Adelaide SA 5001



Scan Me:

You may also use your smart phone to scan the QR code to be taken to the relevant information.



All written submissions received will be made publicly available on the PlanSA website when the Engagement Report is released at the end of the consultation period.

A series of community information sessions (online and in-person) will be held, to allow community to meet members from the Growth Management team and ask questions. These sessions will provide further information on the Discussion Paper and the process of drafting the Plan. Registrations will be essential to attend any of the information sessions and can be booked via:

www.PlanSAevents.eventbrite.com

Discussion Paper related enquiries



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D175

Adelaide skyline - South Australia



11.3 BETTER LIVING BETTER HEALTH 2020-2025 REGIONAL PUBLIC HEALTH PLAN PROGRESS REPORT

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FILE REFERENCE: qA105943
ATTACHMENTS: A - C

PURPOSE OF REPORT

The purpose of this report is to provide a progress report to the Council on the *Better Living Better Health 2020-2025* Regional Public Health Plan for the Council's consideration.

BACKGROUND

The South Australian *Public Health Act 2011* (the Act) requires that all Councils prepare and adopt a Public Health Plan. A key objective of the Act is to promote and foster the health and wellbeing of individuals and communities. The Act also requires that the Minister for Health and Wellbeing, prepare and maintain the State Public Health Plan. The State Public Health Plan sets out the principles and policies for achieving the objectives of the Act, relating to public health at a State level. Council Public Health Plans are required to align with the objectives of the State Public Health Plan.

The Act allows for Councils to develop their plans individually or as a group of Councils which adopt a Regional Public Health Plan. In 2014, the Council resolved to develop its Regional Public Plan with the Constituent Councils of the Eastern Health Authority.

The Eastern Health Authority comprises the following Constituent Councils:

- City of Norwood Payneham & St Peters;
- City of Burnside;
- Campbelltown City Council;
- City of Prospect; and
- Town of Walkerville

The preparation and implementation of a Regional Public Health Plan enables the Eastern Health Authority Constituent Councils, to identify opportunities and outline strategies for promoting public and environmental health and wellbeing, to foster stronger, healthier and more resilient communities, whilst enabling Councils to strengthen partnerships with each other and other stakeholders.

The first Regional Public Health Plan 2014-2018 was endorsed by the Council in June 2015. In 2019 Constituent Councils worked with consultants URPS to review the 2014-2018 Public Health Regional Plan. A new Regional Public Health Plan '*Better Living Better Health*' 2020-2025 was prepared and endorsed in 2020. A copy of the *Better Living Better Health*' 2020-2025 Regional Public Health Plan (the Plan) is contained in **Attachment A**.

This report provides an update on the progress of the Plan.

RELEVANT STRATEGIC DIRECTIONS & POLICIES

Better Living Better Health 2020-2025 aligns with the Council's strategic plan *CityPlan 2030 Shaping Our Future*. The relevant outcomes and objectives are summarised below;

Outcome 1– Social Equity

Objective 1.1 – Convenient and accessible services

Objective 1.4 – A strong, healthy, resilient and inclusive community

FINANCIAL AND BUDGET IMPLICATIONS

There are no financial implications in relation to this report. Any initiatives that arise from the Plan are considered individually and through the Council's Annual Business Plan and Budget processes.

EXTERNAL ECONOMIC IMPLICATIONS

There are no external economic development implications.

SOCIAL ISSUES

Initiatives, services and programs focusing on health and wellbeing are a core part of Local Government's operations particularly through the following:

- infrastructure (footpaths, roads, reserves, creeks, ovals, playgrounds and outdoor exercise equipment);
- information and services (Citizens Services, Libraries, Community Centres Home Support Services, social programs and community events);
- protection (immunisation, food safety and inspections); and
- promotion (climate change adaptation, waste and emergency management).

The Projects set out in the Plan were designed to complement the Council's range of services, programs and events and promote a more regional collaborative approach to the delivery of public health and wellbeing initiatives.

CULTURAL ISSUES

There are no cultural issues associated with this report.

ENVIRONMENTAL ISSUES

There are no environmental issues associated with this report.

RESOURCE ISSUES

There is a regional governance structure in place to manage the Plan which includes the Eastern Regional Public Health Plan Advisory Committee. The Committee comprises representatives from each constituent Council and the Eastern Health Authority. The role of the Committee is to review the Plan, determine annual priorities, support regional project teams and prepare biennial reports to the State Government's Chief Public Health Officer.

RISK MANAGEMENT

Under Section 52(1) of the State Public Health Act (2011) the Constituent Councils have a legislative responsibility to prepare a report that contains an assessment of the progress of the implementation of the Plan, to the State Government's Chief Public Health Officer on a biennial basis. The next report is due in 2024.

To ensure that the projects continue to progress and are completed within the life of the Plan the Eastern Regional Public Health Plan Advisory Committee reviews and monitors the progress of the Plan's projects.

CONSULTATION

- **Elected Members**
Not Applicable.
- **Community**
Not Applicable.
- **Staff**
Not Applicable.
- **Other Agencies**
Not Applicable.

DISCUSSION

The *Better Living Better Health Regional Public Health Plan 2020-2025* is an aspirational plan, which aims to promote a more regional collaborative approach to public health and wellbeing. As such, the Plan was purposely not designed to simply summarise everything each Constituent Council delivers in relation to public health and wellbeing. The Plan sets out the following strategic directions:

- *Environments for Health* – this direction recognises that the natural built and cultural environment influences how people live, how they interact with their communities and their ability to adopt active lifestyles.
- *Capacity for Health* – this direction recognises how connecting people to activities, events and other opportunities promotes good mental health and healthy communities. It also acknowledges the need to identify and target specific groups to ensure there are opportunities for full participation.
- *Protection for Health* – this direction sets out the Eastern Health Authorities Constituent Councils' commitment to protecting public health and safety, through developing and enforcing public and environmental health performance standards and adopting a risk-based approach to public health management.

To support these strategic directions a range of projects were identified. Following analysis of local demographics, strengths, weaknesses and opportunities, these projects focus on areas that have regional significance. In this regard eleven (11) projects with twenty-eight (28) associated actions have been identified.

It is a requirement of the Act, that a biennial report is prepared for the State Government Chief Public Health Officer, that summarises the progress of the Plan. In this regard, a biennial report (*Better Living Better Health Report 2020-2022*) was prepared for the State Government Chief Public Health Officer. A copy of the report is provided in **Attachment B**.

The report outlines the challenges Councils experienced implementing the Plan for a range of reasons, including the commencement of the COVID-19 pandemic in 2020 and the ongoing impact of COVID-19 in 2021, which limited Council initiatives and regional opportunities. There have also been staff changes involved with the Plan, in three (3) of the five (5) Constituent Councils.

In June 2023, a review of the Plan was undertaken by the Eastern Regional Public Health Plan Advisory Committee, to allow for the preparation of a progress report. The review also identified areas where changes were required in the Plan.

At this point in time of the twenty-eight (28) associated actions in the Plan:

- seven (7) have been completed. Six (6) are relevant to the City of Norwood Payneham and St Peters;
- fourteen (14) are in progress. Eight (8) are relevant to the City of Norwood Payneham and St Peters;
- three (3) have not commenced however, these actions are scheduled to commence within the life of the Plan; and
- four (4) have been recommended to be amended.

A summary of the progress of the projects and actions is contained in **Attachment C**.

The key actions that have been completed that are relevant to the City of Norwood Payneham & St Peters include:

- mapping of community transport services available across the Eastern Region;
- identification of gaps in the community transport network;
- researching best practice approaches to addressing social isolation;
- mapping vulnerable populations;
- bringing Councils' Volunteer Co-ordinators together to map current practices around Volunteering; and
- investigation of regional Partnerships for the development of Mental Health Suicide & Prevention networks;

The key actions that are currently in progress and relevant to the City of Norwood Payneham & St Peters include:

- mapping of open space and recreation areas across the Region including relevant infrastructure (toilets and playgrounds);
- overlaying of cycling and walking routes (to the mapping process), including the River Torrens Linear Park;
- investigation of the continuity of signage and wayfinding to amenities and places of interest across the region, including Kurna culture and local heritage;
- investigation of regional platforms for the promotion of health and wellbeing activities across all Council areas;
- development of a regional events and festivals calendar;
- applying an access for all approach across broad spectrum of events and activities; and
- collaborating to deliver shared Volunteer training across the region.

The key actions that have not commenced but will be completed within the life of the Plan include:

- identification of opportunities to enhance the connectivity (across the region) and amenity to increase access for all access and abilities.
- planning for potential changes to service delivery in terms of regional community transport network based on mapping and gap analysis; and
- implementation of a regional promotional approach across a broad range of events and activities.

There are four (4) actions in the Plan that will not progress over the life of the current Plan Details of these actions and the proposed amendments are set out below.

1. Implement Enhancements to Regional Community Transport Network

Each of the Constituent Councils is currently considering changes to, or have recently changed, the model for the delivery of its Commonwealth Home Support Program (CHSP) services in response to the proposed changes to the Federal Government's funding model, which will be effective from 1 July 2025.

Transport Services delivered under the Commonwealth Home Support Program have typically been the primary driver for the acquisition of fleet and selection of activities (i.e. social programs) associated with Community Transport Programs. Councils are still waiting on information from the Federal Government, as to how the transport component of the service will be funded in the future. Based on the timeline for information provided by the Federal Government, final decisions from Councils with respect to the service are not expected to be made until 2025. It is therefore unlikely that Councils will have considered a revised (and funded) model of Community Transport until late 2025 which means that this action will not be completed over the current life of this plan.

For this reason, it is recommended that this action be considered as part of the next Regional Public Health Plan (2026-2030). Actions, which include identifying gaps and opportunities in the regional Community Transport Network, will act as a foundational step for this future action.

2. Pilot a Regional Approach Around an Existing Event of Regional Significance (i.e. ZestFest).

This action is based upon the promotion of a regional wellbeing focussed event namely *ZestFest*.

ZestFest was a statewide festival of events and activities celebrating positive ageing, auspiced by the Council for the Ageing (COTA). Due to the impacts of COVID-19, COTA has cancelled *ZestFest*.

The City of Norwood Payneham & St Peters' *Zest for Life* Festival which was part of *ZestFest* is still being held on an annual basis and promoted across the region. However, all other Constituent Councils are no longer offering their *ZestFest* activities or events. Therefore, it has not been possible to regionally promote *ZestFest*.

3. *Develop Regional Volunteer Passport Scheme Including Regional Database of Volunteers and Volunteer Opportunities*

This action is expected to provide a number of benefits across the region. The Volunteer Passport Scheme is a system that would create Volunteer profiles and a database that would facilitate opportunities for Volunteers across the region. The Passport would facilitate a Volunteers' ability to Volunteer for more than one(1) Council or to transfer to another Council to undertake other Volunteering opportunities. The Passport would be managed by Volunteers and may include information such as their resume, language capabilities and qualifications (including national criminal history checks) hours worked and training undertaken. The information would be made available to Councils to assist in fast tracking recruitment, induction and training of Volunteers.

There are a series of challenges that have been identified in achieving this outcome within the life of the current Plan, which include:

- differing policies and procedures amongst Constituent Councils;
- workplace management matters, which include day-to-day challenges such as reporting and coordination, together with system challenges such as the management of Volunteer hours;
- system challenges, as the Constituent Councils use different data systems to manage Volunteers. These systems would need to be aligned for the passport to be effective; and
- training needs, as a result of the use of different plant and equipment by various Councils.

Staff from the Constituent Councils do not consider that the outcome is impossible to achieve, however the alignment of policies, processes and systems necessary will take a considerable amount of time.

As a starting point it has been identified that collaborating to deliver shared Volunteer training across the region where possible, can be undertaken within the life of the current Plan. This action will serve as a foundational action, leading to the longer-term delivery of a Volunteer Passport action in the next Regional Public Health Plan.

4. *Establish a Regional Mental Health and Suicide Prevention Network*

This project was included in response to the mental health issues in the community at the time of the current Plan and the opportunity for funding to set up regional mental health and suicide prevention networks. Investigations were undertaken with the assistance of staff of the former Premier's Council on Suicide Prevention.

Funding was being offered to support the establishment of Mental Health and Suicide Prevention Networks, however the model of delivery for these networks was not set up for Local Government. Staff from Constituent Councils were advised that a core requirement for the establishment of this Network was that it be established, coordinated and sustained by local community groups. On this basis Constituent Councils would not be supported in establishing regional or local Mental Health and Suicide Prevention Networks as part of this program.

Notwithstanding this whilst Councils offer services and programs that contribute to community well-being, the area of mental health and suicide prevention is outside the scope and expertise of local government services. In this regard the responsibility of responding to mental health and suicide is best aligned with State Government.

This program is now being run by Wellbeing SA. Staff from Wellbeing SA have confirmed that the program framework remains unchanged.

For these reasons this action will not be progressed.

OPTIONS

The Council can determine to endorse the proposed changes of the Plan or not.

For the reasons set out in this report, it is recommended that the Council endorses the proposed amendments to the Plan. This would mean that the following actions would be considered as part of the next Regional Public Health Plan 2026 - 2030:

- *Implement enhancements to the regional community transport network; and*
- *Develop Regional Volunteer Passport Scheme including regional database of Volunteers and volunteering opportunities .*

CONCLUSION

Overall the implementation of the Plan is progressing well. The flexibility built into the Plan enables Councils to determine the projects which they wish to undertake.

COMMENTS

It has been agreed by the Public Health Regional Health Advisory Committee, that the decision on whether to endorse the proposed amendments as set out in this report, is up to the individual Council. For example, if the City of Norwood Payneham & St Peters determined not to pursue the Volunteer Passport Project, the project could still continue with the remaining Councils.

Of the five (5) Councils, the Campbelltown City Council and Town of Walkerville have endorsed the changes as presented in this report. The Cities of Burnside and Prospect have yet to consider the matter. The City of Prospect has advised that they will be considering the matter in late November 2023.

Staff from the City of Burnside have advised that the Council at this stage will only be presented with a progress report and no recommendations in terms of the actions will be presented.

RECOMMENDATION

1. That following the review of the *Better Living Better Health Regional Public Health Plan 2020-2025*, the following actions will be considered as part of the preparation of the 2026 – 2030 Regional Public Health Plan:
 - *Implement enhancements to the regional community transport network; and*
 - *Develop Regional Volunteer Passport Scheme including regional database of Volunteers and volunteering opportunities .*
2. That the Council notes that the following actions will not be progressed as part of the *Better Living Better Health Regional Public Health Plan 2020-2025*:
 - *Pilot a Regional Approach Around an Existing Event of Regional Significance (i.e. ZestFest)*
 - *Establish a Regional Mental Health and Suicide Prevention Network*

Attachments – Item 11.3

Attachment A

Better Living Better Health 2020-2025 Regional Public Health Plan Progress Report

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Better Living Better Health

Regional Public Health and Wellbeing Plan for the EHA Constituent Councils 2020 – 2025



Better Living Better Health

Introduction

Better Living, Better Health 2020 – 2025 is the regional public health and wellbeing plan for the Eastern Health Authority Constituent Councils of Burnside, Campbelltown, Prospect, Norwood Payneham & St Peters, and Walkerville. This Plan builds on the previous Public Health Plan and will lay foundations for the next Public Health Plan.

This Regional Public Health Plan acknowledges that public health is a key concern for all Constituent Councils and that each Council addresses public health issues across their business. The detail of individual Council actions are not addressed in this Plan. Instead, it focuses on regional activities that require collaboration between the councils and community partners.

Better Living, Better Health 2020 – 2025 builds on regional strengths and addresses regional challenges. It also considers priority populations identified in South Australia's State Public Health Plan 2019-2024, and it addresses the State's four strategic priorities:

Promote: Build stronger communities and healthier environments.

Protect: Protect against public and environmental health risks and respond to climate change.

Prevent: Prevent chronic disease, communicable disease and injury.

Progress: Strengthen the systems that support public health and wellbeing.

Where we are coming from and where we are going

This is the second Regional Public Health Plan for the region. As such it builds on the last plan, Better Living, Better Health 2014 – 2018 and it will be the foundation of the next.

Plan 2014-18 Integrating Public Health into council business



Plan 2020-25 Establishing regional projects and collaborations



Plan 2026-30 Expanding regional projects and collaborations

Snapshot of the region

The region serviced by this public health and wellbeing plan comprises areas of relative socio-economic advantage compared to Greater Adelaide. Despite this, many residents are asset rich but cash poor and there are pockets of socio-economic disadvantage, social isolation and poor access to open space and services.

Population profile

- 162,362 people
- Fewer young children and young adults*
- More older people*
- 24% born overseas
- Many from China, Italy and India
- 773 humanitarian migrants
- 860 Aboriginal and Torres Strait Islander people
- 12.7% provide unpaid care to someone with a disability or long-term illness.

Socio-economic status

- High engagement in secondary education*
- High level of education among mothers of children under 15 years*
- Pockets of socio-economic disadvantage
- 56.2% of people over 65 years receive Age Pension
- 4.1% receive Disability Support Pension
- 3.4% unemployed
- 27.2% of low-income households experience rental stress
- 4% of dwellings are social housing
- 2.5% experience household crowding.

Health and wellbeing

- Consistent immunisation coverage overall
- Lower rates of smoking and obesity*
- 62.7% are physically inactive
- 1,800 people access mental health services annually
- Pockets of mental health vulnerability.

Community Connection

- Issues with isolation for some populations
- Fewer residential aged care places*
- Culturally tolerant
- Good access to support during a crisis outside family
- General feeling of public safety.

*Compared to Greater Adelaide

2020-2025

A1



Working together for regional public health and wellbeing outcomes

A regional approach

Better Living, Better Health 2020 – 2025 will focus on activities that require cross-council collaboration for their planning and implementation. These activities will have health and wellbeing outcomes that cross council boundaries and benefit the whole region.

employed throughout the development of the Plan to facilitate shared goals and collaborative working relationships.

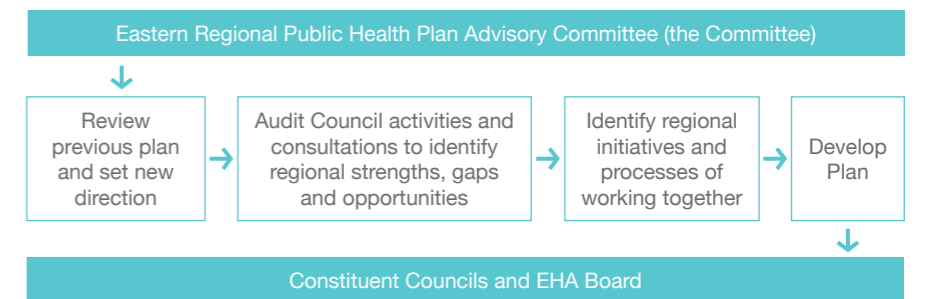
Community consultation

Over the past five years, all Constituent Councils have engaged their communities around issues that are relevant to public health and wellbeing in the region, including ageing, youth, cultural and linguistic diversity, reconciliation, access and inclusion, open space and recreation. A decision was made to reflect on this feedback to ensure planning was informed by a diversity of voices.

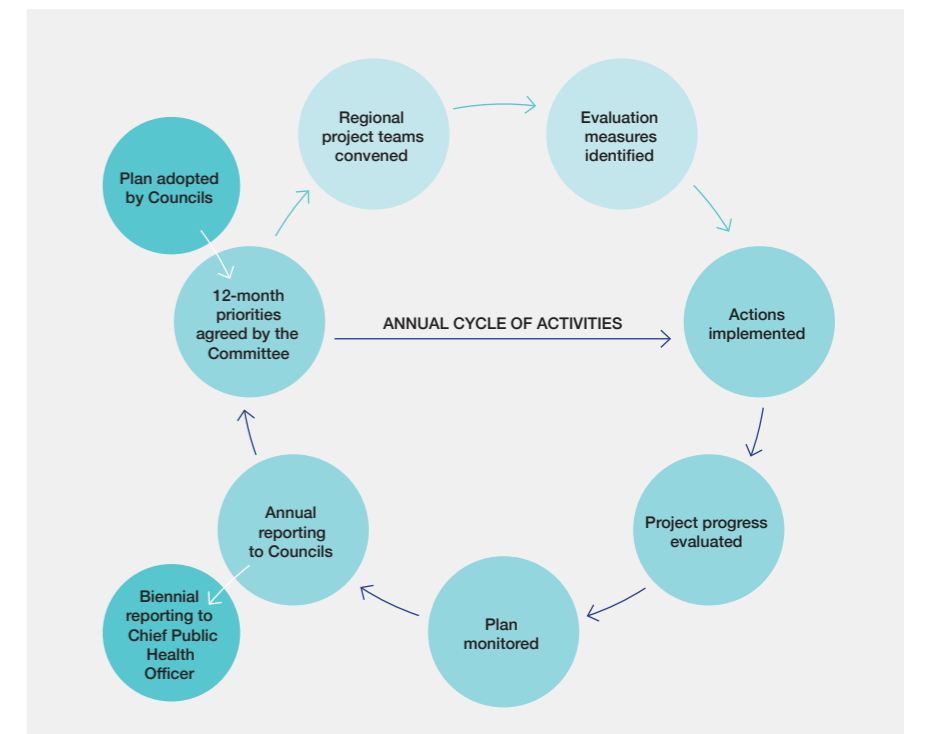
Co-design of goals, activities and ways of working together

Successful implementation of this plan relies on processes that support effective collaboration between EHA and Constituent Councils. Co-design methods have been

Regional plan development process



Implementation and reporting framework – an annual cycle



Regional Public Health and Wellbeing Plan

This Plan is being delivered in conjunction with other regional plans including: Climate Change Adaption (Resilient East); Disability Access and Inclusion; Aged Friendly Communities; Child and Youth Development; Reconciliation and an assortment of sports, recreation, asset management and open space plans.

STRATEGIC DIRECTION	REGIONAL PROJECTS AND RELATED ACTIONS	OUTCOME GOALS	TARGET POPULATIONS	STATE PRIORITIES			
				PROMOTE	PROTECT	PREVENT	PROGRESS
<h2>Environments for health</h2> <p>Regional strength</p> <ul style="list-style-type: none"> Linear Park, trails and water course reserves Valued open space Diverse recreation opportunities High quality amenity Resilient East <p>Regional Challenge</p> <ul style="list-style-type: none"> Poor continuity across boundaries Residential growth and pockets with poor access to open space 	<p>Active Regional Connections - Open space mapping with cycling and walking routes</p> <ul style="list-style-type: none"> Map open space and recreation areas across the region including relevant infrastructure (toilets, play spaces) Overlay cycling and walking routes, including along the River Torrens Identify opportunities to enhance connectivity and amenity to increase access for all ages and abilities – apply climate change adaptation lens Investigate continuity of signage and wayfinding to amenities and places of interest across the region, including Kaurna culture and local heritage 	<ul style="list-style-type: none"> Increase physical activity Reduce car use Increase opportunities for social connection Increase connections to safe healthy places and spaces Contribute to climate change adaptation 	<ul style="list-style-type: none"> All Older people People with disability Children & young people Aboriginal and Torres Strait Islander people Geographical areas with poor access 				
	<p>Regional community transport network</p> <ul style="list-style-type: none"> Map community transport across the region in consultation with Community Passenger Network (CPN) Identify gaps in community transport network – safety, spatial, temporal, group, promotion Plan enhancements to regional community transport network based on mapping and gap analysis Implement enhancements to regional community transport network 	<ul style="list-style-type: none"> Support ageing in place Increase opportunities for social connection Increase connections to safe healthy places and spaces 	<ul style="list-style-type: none"> Older people People with disability Isolated people Poor access to transport Low socio-economic populations Youth Aboriginal and Torres Strait Islander people 				
<h2>Capacity for health</h2> <p>Regional Strength</p> <ul style="list-style-type: none"> Community pride and engagement Cultural diversity Range of services and clubs Volunteers <p>Regional Challenge</p> <ul style="list-style-type: none"> Pockets of socio-economic disadvantage Pockets of isolation and vulnerability Volunteering opportunities don't meet demand Ageing population Youth engagement 	<p>Regional Promotion of activities and events</p> <ul style="list-style-type: none"> Investigate regional platform/s for promotion of health and wellbeing activities across all council areas Pilot regional promotion approach around an existing event of regional significance (e.g. ZestFest) – review Develop regional events and festivals calendar Plan role-out of regional promotion approach across broad spectrum of events and activities. Apply an access for all lens over all promotion (including access details) Implement role out of regional promotion approach across broad spectrum of events and activities 	<ul style="list-style-type: none"> Increase opportunities to participate Increase attendance Increase diversity of attendees 	<ul style="list-style-type: none"> All 				
	<p>'Talk to your neighbour' – addressing social isolation</p> <ul style="list-style-type: none"> Research best practice approaches Map vulnerable populations Implement pilot project Identify community champions for subsequent rollout of project 	<ul style="list-style-type: none"> Increase sense of belonging Increase Intergenerational interaction Increase access to services and opportunities Enhance community capacity Increase feelings of safety 	<ul style="list-style-type: none"> Older people Youth Isolated people New arrivals 				
	<p>Regional volunteering</p> <ul style="list-style-type: none"> Bring local volunteer coordinators together to map current practices around volunteering Develop Regional Volunteer Passport scheme including regional database of volunteers and volunteer opportunities Collaborate to deliver shared volunteer training across the region 	<ul style="list-style-type: none"> Increase opportunities for social connection Build social capital (shared knowledge, skills and resources) Build community capacity 	<ul style="list-style-type: none"> All Aboriginal and Torres Strait Islander people Retirees Students Unemployed New arrivals 				
	<p>Mental Health and Suicide Prevention Network</p> <ul style="list-style-type: none"> Investigate regional partnerships based on shared outcome goals Establish regional mental health and suicide prevention network 	<ul style="list-style-type: none"> Understand need (who, where and when) Scope regional projects Identify council role in supporting partners and facilitating good outcomes 	<ul style="list-style-type: none"> Youth Older People Socially Isolated 				
<h2>Protection for health</h2> <p>Regional Strength</p> <ul style="list-style-type: none"> Low rates of lifestyle risk factors for poor health <p>Regional Challenge</p> <ul style="list-style-type: none"> Hoarding Isolation 	<p>Regional vaccination program</p>	<ul style="list-style-type: none"> Effective control of preventable disease Coordinated response to Covid-19 vaccination that ensures community is informed and delivery of vaccination program is equitable, accessible and timely 	<ul style="list-style-type: none"> All Children Older people At risk populations 				
	<p>Public and Environmental Health Service performance</p>	<ul style="list-style-type: none"> Protect, maintain or promote the health of the community Prevent or reduce the incidence of disease, injury or disability within the community 	<ul style="list-style-type: none"> All 				
	<p>Food safety service performance</p>	<ul style="list-style-type: none"> Effective control of preventable illness 	<ul style="list-style-type: none"> All 				
	<p>Supported residential facilities regulation and licensing</p>	<ul style="list-style-type: none"> Ensure safety and wellbeing of people in supported residential care 	<ul style="list-style-type: none"> Older people People with disability 				
	<p>Emergency management planning</p>	<ul style="list-style-type: none"> Facilitate community safety Facilitate community resilience 	<ul style="list-style-type: none"> All 				

Attachment B

Better Living Better Health 2020-2025 Regional Public Health Plan Progress Report

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EHA Constituent Councils Regional Public Health and Wellbeing Plan 2020-2025

Biennial Report 2020-22

Executive Summary

The EHA Constituent Councils are pleased to present their biennial report 2020-2022 outlining progress in the Regional Public Health and Wellbeing Plan 2020-2025.

During this reporting period COVID-19 significantly influenced and impacted how Councils worked regionally, as individual Councils and the way that people connected with their communities. During this time the partnering Councils demonstrated a high level of creativity, flexibility and adaptability to meet local needs.

The Advisory Committee met to reflect and prioritise the regional projects detailed below:

- Priority 1 – *Regional Volunteering*
- Priority 2 – *Talk to your Neighbour*
- Priority 3 – *Regional Community Transport*
- Priority 4 - *Open space mapping with cycling and walking routes*
- Priority 5 - *Regional Promotion and Events*

The attached template provides an outline of the achievements, key partnerships and challenges/unexpected benefits or impacts encountered during the implementation over the past two years of the EHA Constituent Councils Regional Public Health and Wellbeing Plan - Better Living Better Health 2020-2025.

The attached document also provides a summary of the public health and wellbeing actions undertaken throughout this reporting period.

Background

Regional Public Health Plan 2015-2019

The State Public Health Plan 2019-2024, seeks to strengthen the systems that support public health and wellbeing in South Australia, thereby addressing both existing and emerging public health challenges such as:

- increasing chronic disease and communicable disease;

- public health risk factors (such as new and re-emerging infectious diseases, and excessive use of tobacco and alcohol); and
- responding to the impacts of climate change on local communities.

Councils were recognised for the role that they play in providing infrastructure and services that contribute to the health and social wellbeing of their communities and for preparing Public Health Plans that consolidate their planning and implementation activities in respect to public health and social wellbeing.

EHA and its Constituent Councils met in 2012 and unanimously agreed to plan together for community health and wellbeing, providing EHA Constituent Councils an opportunity to adopt a coordinated approach to promote public health in the region.

The first iteration of the EHA Constituent Councils Regional Public Health Plan, Better Living Better Health 2015-2019 was endorsed by all Constituent Councils on 25 August 2015. As the first public health and wellbeing plan for EHA Constituent Councils, it was considered as a 'starting point' for documenting the regional state of health and strategic directions for improving community wellbeing.

Regional Public Health Plan 2020-2025

In line with the s51(19) *SA Public Health Act 2011* relating to Regional Public Health planning it was necessary for the Regional Public Health Plan Advisory Committee to consider life beyond the first iteration of the EHA Constituent Councils regional public health and wellbeing plan, Better Living, Better Health 2015-2019 (the Plan).

The second iteration of the EHA Constituent Councils Regional Public Health and Wellbeing Plan, Better Living Better Health 2020-2025 was deliberately designed to be more aspirational, building on the previous Public Health Plan and laying foundations for the next Public Health Plan.

The Plan does not detail individual council actions, rather it focuses on regional activities that require collaboration between councils and community partners, whilst considering the priority populations and strategic priorities in the South Australian State Public Health Plan 2019-2024.

To commence the planning process for the second iteration of the Plan representatives from five Constituent Councils met on 24 September 2018 and discussed the future public health planning direction. At the meeting it was unanimously agreed that a regional planning approach was still most suitable. This decision was subsequently endorsed by all five Constituent Councils prior to the commencement of the review and development of the second iteration of the Plan.

Following the Councils endorsement, the Regional Public Health Plan Advisory Committee engaged an external Consultant URPS to assist with the review process and development a new Plan.

The development of the draft Plan was undertaken in a robust manner by URPS, in collaboration with the Regional Public Health Plan Advisory Committee and numerous staff from each of the EHA Constituent Councils.

On 29 July 2019, URPS, hosted a co-design workshop at the Campbelltown City Council, which was attended by staff from across Council operations from each of the EHA Constituent Councils.

The half-day workshop provided an opportunity for council staff to provide 'up-front' input into the development of the draft Plan.

Staff were also provided a copy of the draft Plan that was released for community consultation and were invited to make submissions.

Based on the feedback, a draft Plan was finalised. The Councils approved the release of the draft Regional Public Health and Wellbeing Plan for community consultation which was undertaken over a five week period from 11 November 2019 until 13 December 2019, involving:

- community consultation undertaken by all EHA Constituent Councils at the same time and for the same time period, to ensure a consistent and collaborative approach. The City of Burnside hosted an on-line portal to receive digital submissions throughout the consultation period.
- information was provided in the Council's Messenger Column and on the Council's website.
- hard copy surveys were provided at the Customer Service desk, council libraries and digital surveys and flyers were emailed to key stakeholders, including community groups and volunteers, local hospitals, peak bodies such as Bike SA, local churches, retirement villages and the like.
- posters were displayed at all of councils facilities open to the public and bookmarks advising of the consultation were also available. Council social media posts were also utilised to promote the draft Plan and consultation process.
- SA Health, including the Office of Ageing and Wellbeing (now Wellbeing SA), the Women's and Children's Local Health Network, the Central Adelaide Health Network and the Local Government Association of SA were directly consulted.

A total of 68 submissions on the draft Plan were received during the consultation period. This compares favourably to the 13 submissions which were received for the first iteration of the Plan in 2014 and may reflect the more co-ordinated and robust nature of the consultation methodology used on this occasion, as well as the opportunity provided for people to submit a digital survey on the draft Plan.

Overall, the comments which were received were very positive and the three theme areas and proposed projects and initiatives were generally supported.

The submissions received covered a range of issues and many of the suggestions were incorporated or clarified in the draft Plan. In this regard, the key addition to the draft Plan following the consultation process, is an additional reference to regional consideration of mental health and suicide prevention.

A number of aspects of the draft Plan were also clarified following a review of the submissions which was received during the consultation period. These include:

- clarification that the Plan will be delivered in conjunction with other plans adopted by some or all of the EHA Constituent Councils which are designed to improve programs and amenity that are likely to have public health and wellbeing outcomes. Some examples include the Resilient East Climate Change Adaptation Plan, Open Space and Recreation Plans and Child and Youth Development Plans;
- outlining target populations for regional projects;
- specifying actions and implementation plans associated with projects; and
- reference to evaluation and reporting being part of the role of the regional project working groups that will progress implementation of the Plan

Prior to the release of the final copy of the Plan and council reference document, the effects of Coronavirus (COVID-19) pandemic on our local community were becoming increasingly apparent. Following the suggested advice from the external Consultant the Committee were in consensus to amend the Plan and council supporting document to recognise COVID-19.

At the time, the impacts of COVID-19 were unknown. The Committee agreed that the proposed projects and initiatives under the 'Environments for Health' and 'Capacity for Health' headings in the draft Plan could still be progressed throughout the five year life of the Plan.

The draft Plan recognised the need for a co-ordinated and equitable response to the provision of a COVID-19 vaccine by EHA, should or when one becomes available.

The final version of the draft Plan and the council supporting reference document were circulated to the Committee for adoption by their respective councils on 9 April 2020.

EHA Constituent Council's endorsed the final draft Regional Public Health and Wellbeing Plan allowing the Committee to commence the implementation of the Plan's strategies and actions. Further feedback was received from members of the Advisory Committee and minor amendments were made to the documents prior to making them available to the councils. The final copies of the Plan and Supporting Reference document were circulated to Councils on 24 July 2020.

Since the endorsement of the Plan the Advisory Committee have met on numerous occasions over the past two years to commence and provide oversight of the Plan's implementation.

The advisory committee agreed to including the following key regional projects to the new Plan:

- Open space mapping with cycling and walking routes
- Regional Community Transport Network
- Regional Promotion and Events
- Talk to your Neighbour
- Regional Volunteering

These proposed projects and initiatives remain low cost, realistic and achievable and importantly, they are complementary to and align with, the planning and delivery of public health and wellbeing programs that each of the EHA Constituent Councils already provide.

The Plan is presented as a double sided A3 tri-fold Plan to make the Plan a user-friendly document and convenient for distribution in hard copy. However, the intent was to also make a supporting document available as a digital document, to provide greater regional context and understanding of processes that underpinned the development of the Plan.

Better Living Better Health

Regional Public Health and Wellbeing
Plan for the EHA Constituent Councils

September 2020-2025

Report 2020-2022 ^{B6}

An overview of public health and wellbeing actions taken across the region. The pandemic in March 2020 had a significant impact on regional partnerships and continues to influence how Councils work and how people connect to their communities. Each partner Council has to be creative, flexible and adaptable at the local level. This summary outlines those initiatives that ran in at least 2 partner Councils.

Priority RPHP Project: Talk to your neighbour



32 Local street initiatives were held to connect neighbours

6 Community led Gardens supported by Council

Priority RPHP Project: Open Space



Councils providing and maintaining open spaces became even more important to support social connection and physical activity

Public Health and Wellbeing initiatives had to be a little different

Libraries moved to click and collect and / or expanded home delivery services	Over 1200 Commonwealth Home Support Program (CHSP) clients had social kits delivered to their home	As an essential service, Councils delivered 220,250 hours of CHSP services	Councils adapted their websites to include a range of information e.g. COVID, mental health and practical help
Council programs went online including storytime, exercises and social programs	Over 2000 calls to CHSP clients to check on their wellbeing	3 Councils partnered to develop a First Nations Waterways Project incorporating 1st - 6th creeks	Council Staff were redeployed to support service changes

Priority RPHP Project: Regional Volunteering

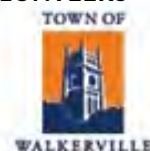
March 2020 most volunteering stopped and restarted late 2020

Volunteer numbers have decreased and are slowly rebuilding

MARCH 2022

983

REGISTERED VOLUNTEERS



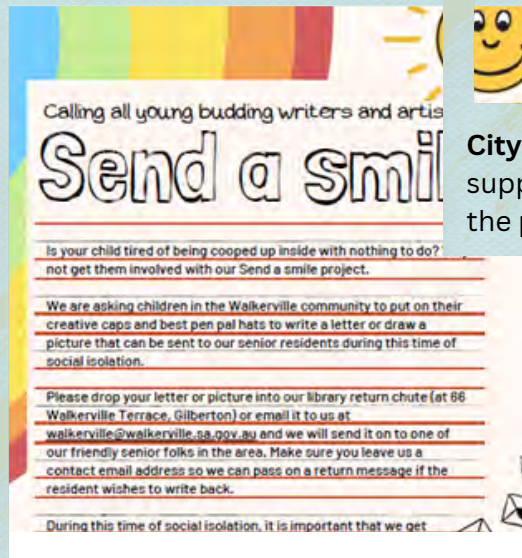
Special public health & wellbeing projects 2020-2022

Whilst Covid changed the way councils worked they were flexible to meet the needs of their local communities



City of Campbelltown 'Giveanhour' flexible volunteering where local 'Waste Warriors' assembled 18,000 and delivered 9,000 kitchen caddies

City of Norwood Payneham & St Peters 'Be Kind postcards' shared between neighbours offering practical help



City of Prospect 'Prospect Delivers' supporting local businesses during the pandemic



Town of Walkerville 'Send a smile' intergenerational pen pal project

City of Burnside 'Shopping for' where redeployed staff shopped for vulnerable residents





Message from the Chairperson

Cr Peter Cornish

With over 125 years of accumulated experience in its public health staff and over 100 years of accumulated experience in its immunisation staff; it is no wonder why EHA provides such a remarkable service for its community.

The Eastern Health Authority (EHA) continues to deliver remarkable service during this continued period of uncertainty of a global pandemic.

The residents and ratepayers of its five constituent Councils (the Cities of Norwood, Payneham and St Peters, Campbelltown, Burnside, Prospect and the Town of Walkerville) continued to benefit directly and indirectly from the operations of EHA. In June 2021, an independent service review which benchmarked EHA against other comparable Councils in Food inspection, Food enforcement and Immunisation activities was presented.

The review details that EHA conducts more food safety inspection, and the highest follow-up inspections as a total and percentage of premises within our service area. It also details EHA provides a greater immunisation service with the highest proportion of its aggregate population compared to other comparative Councils. The review did make governance and administrative recommendations ensuring EHA continuously improves and maintains and improves its current service levels. The Board will be addressing these recommendations.

With over 125 years of accumulated experience in its public health staff and over 100 years of accumulated experience in its immunisation staff; it is no wonder why EHA provides such a remarkable service for its community.

I thank all the hard working staff at EHA especially during a challenging year in the ever changing public health area.

I am thrilled to bring the 2020-21 Annual Report for your consideration.

Cr Peter Cornish
Chairperson



About Eastern Health Authority

Eastern Health Authority (EHA) has a proud history of promoting and enforcing public health standards in Adelaide's eastern and inner northern suburbs.

Prospect	
Rateable Properties	10,148
Population of Council	21,520

Walkerville	
Rateable Properties	4,067
Population of Council	8,094

NPSP	
Rateable Properties	20,097
Population of Council	36,750



Campbelltown	
Rateable Properties	24,476
Population of Council	53,082



Burnside	
Rateable Properties	21,191
Population of Council	46,127

Total	
Rateable Properties	79,979
Population of Councils	165,573



Chief Executive Officer's Report

Michael Livori

The continual focus on COVID-19 related issues and disruptions has continued to dominate our lives during the past year. We have had to remain agile and adapt as the situation continues to unfold while continuing our important public health protection responsibilities. In addition to our existing health protection work, our staff continue to undertake COVID-19 compliance checks during their routine assessments in accordance with the Emergency Management Directions put in place to manage the pandemic. The crisis has certainly highlighted the importance of effective public health systems and responses.

Our public immunisation clinics continue to be very popular with 3,775 clients receiving 7,069 vaccines. With ongoing COVID-19 restrictions in place we continued with appointment-based clinics which has had an impact on the number of clients that can be serviced comparing to the previous year. The School Based Immunisation Programme delivered 10,497 vaccines to high school students and our coverage rates continue to be higher than the state average. An enhanced SMS reminder system for absentees was introduced with positive results. COVID-19 vaccines for students at schools are currently under consideration and we stand ready if they are added to the programme. Eastern Health Authority's (EHA) Workplace Influenza Program conducted between March and June assists businesses to protect their staff from the highly contagious influenza virus, reducing costly absenteeism. 107 workplace visits were undertaken, including eight new businesses, where 4,164 vaccines were administered.

Healthy communities require access to safe and suitable food. Monitoring food safety standards to ensure this occurs, continues to be one of our most important areas of core business. EHA is responsible for monitoring over 1,300 food businesses to ensure appropriate food safety standards are being maintained. Over 1,500 inspections were conducted during the year. While recognising the significant COVID-19 related pressures faced by food businesses, it was disappointing that there was a significant increase in Prohibition Orders issued. During the year, Prohibition Orders requiring a business to close for a period of time to rectify issues of concern were issued on 16 occasions. This course

of action is not undertaken lightly, however the public must be protected from the small number of proprietors who are willing to put their health at risk.

A food safety training program focusing on the fundamentals of food safety was designed and developed during the year aimed to improve food handlers' knowledge of safe food practices and in turn, businesses compliance with the Food Safety Standards. The program commenced in June and was fully subscribed with 24 participants with varying levels of experience in the food industry and from a variety of food businesses, such as schools, cafes, cinemas, and restaurants attending. Feedback provided by the participants was overwhelmingly positive with attendees requesting longer and additional sessions. The program will be refined based on the feedback and more sessions offered next year including via virtual platforms.

An independent organisational service review was finalised in June 2020, and we were extremely pleased with the findings. EHA was found to effectively manage the risk profile for public and environmental health and food safety across the region.



EHA continues to lead the Eastern Hoarding and Squalor Group. The Group continued into its eighth successful year and met four times. This collaborative forum for Environmental Health officers and representatives from Government and non-Government agencies allows for proactive discussion and information sharing on squalor and hoarding.

On behalf of EHA I would like to thank our hardworking staff for their commitment and efforts during the year.

In terms of local government public health protection, EHA is structured in a unique manner. This structure allows us to have a single focus and be experts and leaders in our field. An independent organisational service review was finalised in June 2020, and we were extremely pleased with the findings. EHA was found to effectively manage the risk profile for public and environmental health and food safety across the region. Centralised services provided through a regional subsidiary model was well recognised and valued by stakeholders. A benchmarking exercise found EHA performs

well against other councils, particularly those that were most comparable in terms of population and resource allocations. The efficient and pro-active way in which EHA was able to adjust responsibilities and liaise with State agencies during COVID-19 was highly valued by stakeholders and the ability to pivot service delivery was seen as a strength. EHA was highlighted as a high performer in delivering immunisation services, citing professionalism and willingness to innovate and improve service quality. A median score of 9 out of 10 given by Constituent Councils for overall service quality, illustrates the value attributable to EHA's service delivery.

I would like to take this opportunity to thank the Board Members for the interest you have in public health and the support you provide to the EHA administration. It is valued and appreciated. On behalf of EHA I would like to thank our hardworking staff for their commitment and efforts during the year. None of the achievements outlined in this report would have been possible without you.

Michael Livori
Chief Executive Officer



Governance

Board of Management 2021

EHA is a body corporate, governed by a Board of Management comprised of two elected members from each Constituent Council. The Board met six times during the year to consider EHA’s business.

City/Town	Member	Meetings Attended
City Of Burnside	Cr P Cornish	● ● ● ● ● ○
	Cr J Davey	● ● ● ● ○ ○
City Of Norwood Payneham & St Peters	Cr S Whittington	● ● ● ● ● ○
	Cr G Knoblauch	● ● ● ● ● ○
Campbelltown City Council	Cr J Kennedy	● ● ● ● ● ○
	M Hammond	● ● ● ● ● ○
City Of Prospect	Cr K Barnett	● ● ● ● ● ○
	Cr N Cunningham	● ● ● ● ● ○
Town Of Walkerville	A Caddy	○ ○ ○ ○ ○ ○
	Cr J Joshi	○ ○ ○ ○ ○ ○

Finance Audit Committee

Members of EHA’s Audit Committee include:

- Claudia Goldsmith Presiding Member
- Independent Member Madeleine Vezis
- Board Appointed Member Cr Peter Cornish

The Committee met on three occasions during the year.

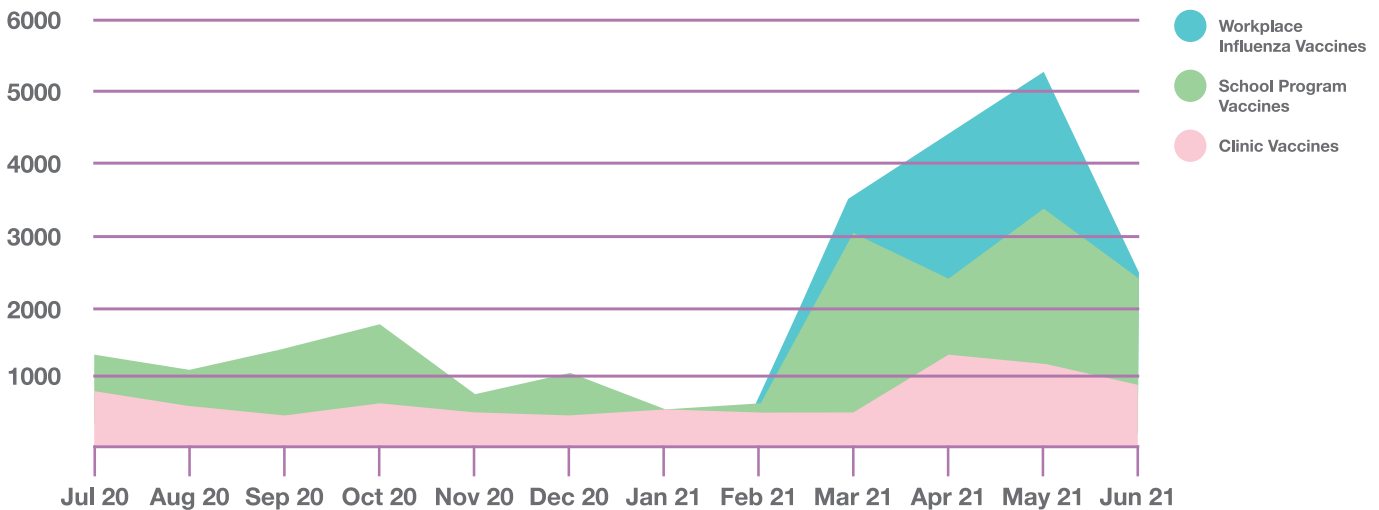




Immunisation

EHA provides a comprehensive, specialised, and convenient immunisation service by way of public immunisation clinics, school immunisation program and workplace immunisation programs to the residents of our Constituent Councils.

The combined demand for all immunisation services over the last year

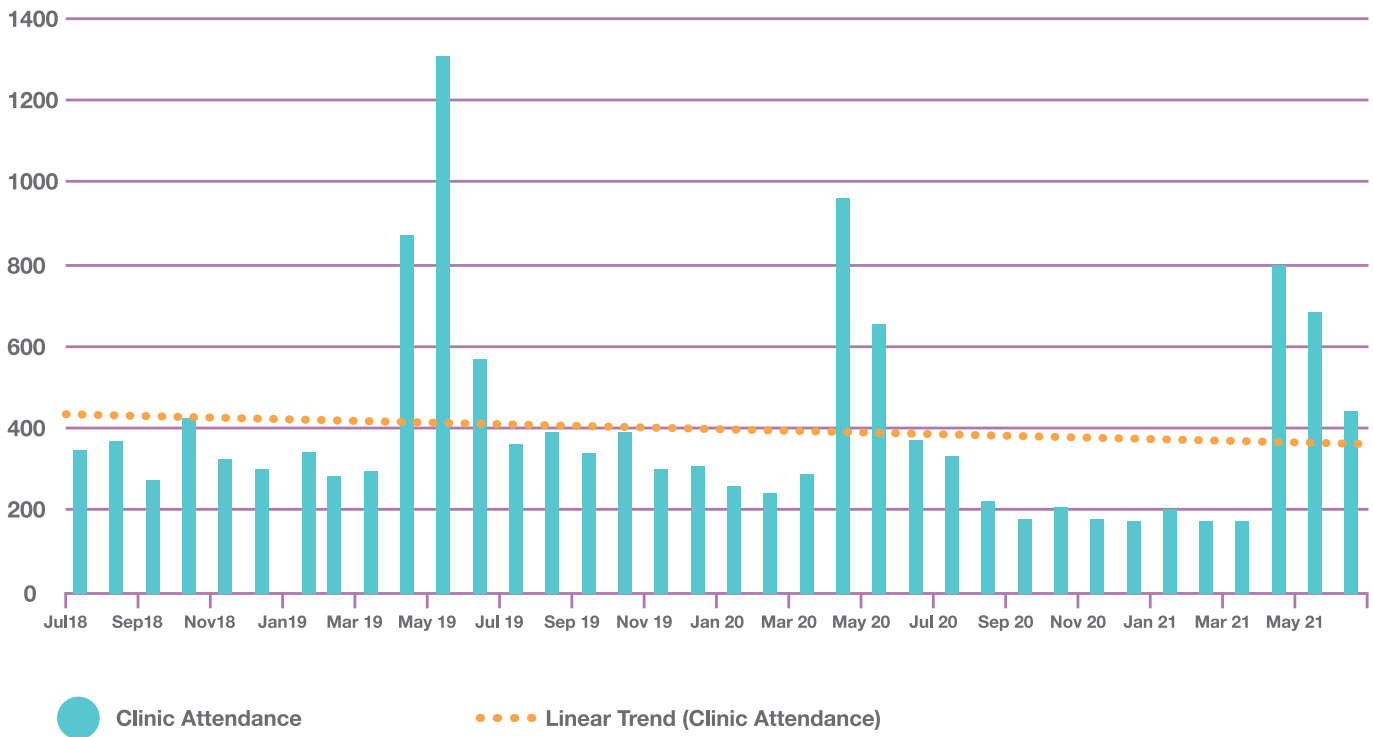




Public Immunisation Clinics

3,775 clients were provided with 7,069 vaccinations.

Client attendance at public immunisation clinics for the last 3 years



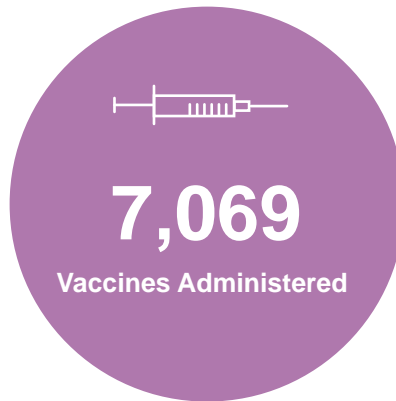
The number of vaccines administered at public clinics for the last 3 years.





The number of clients per council area and their choice of clinic venue

Where clients come from (Council Area)	Number of clients from Council Area	Where clients attend (Clinic Venue by %)			
		Burnside	Campbelltown	NPSP	Prospect
Burnside	914	21%	3%	76%	0%
Campbelltown	1,092	3%	16%	80%	1%
NPSP	1,020	2%	2%	95%	1%
Prospect	313	1%	2%	76%	21%
Walkerville	193	1%	0%	96%	3%
Other	243	9%	16%	72%	3%
Total Number of Clients	3,775				

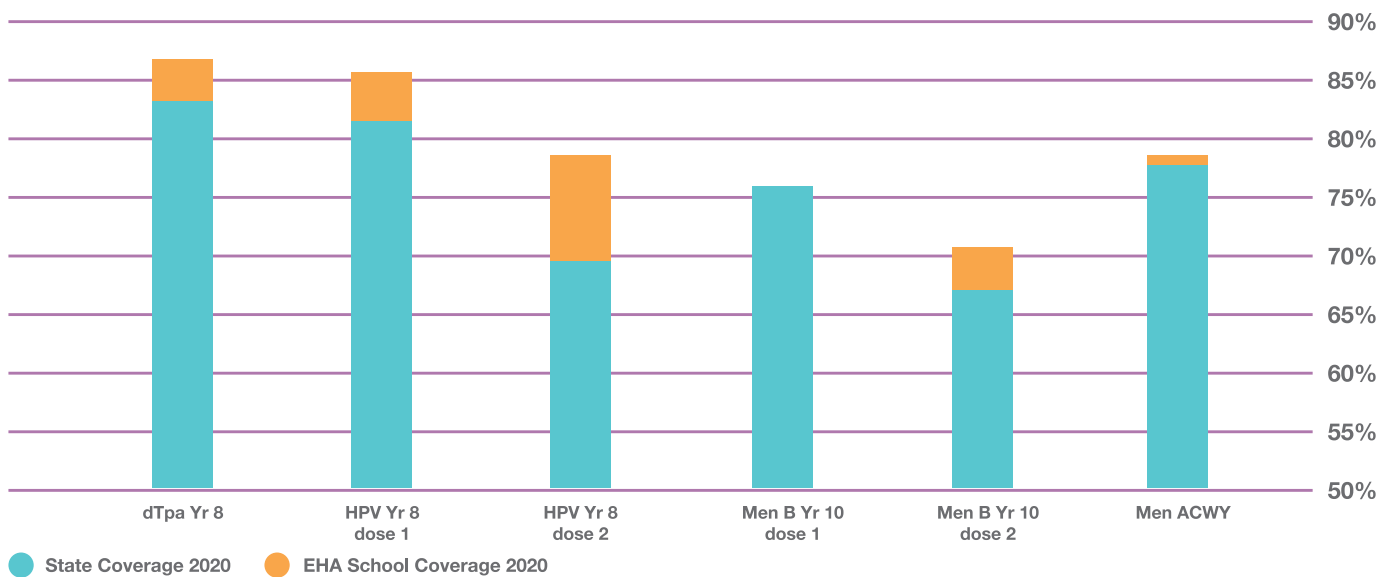




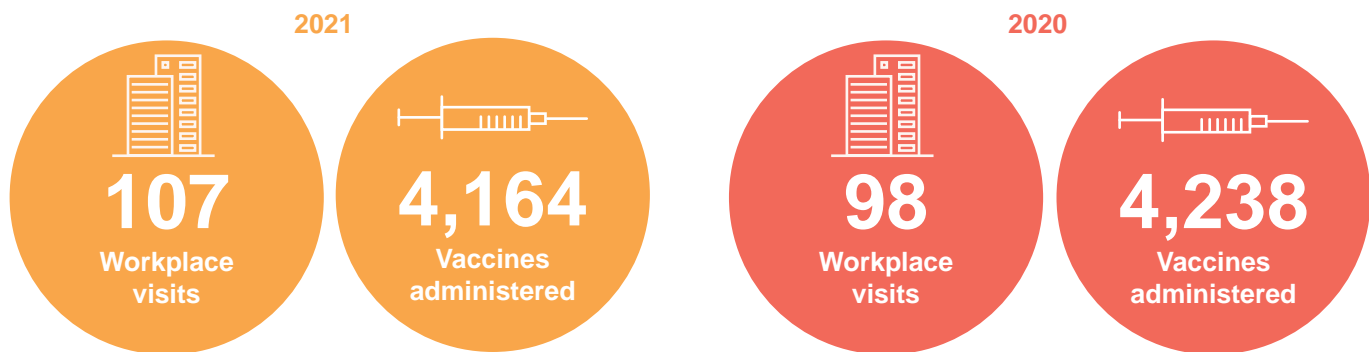
School Vaccinations for Calendar Year to Date – January to December 2020

Council	Human Papillomavirus (HPV)	Diphtheria Tetanus and Pertussis (dTpa)	Meningococcal B (Men B)	Meningococcal ACYW (Men ACWY)	Total
Burnside	1,212	476	1,059	682	3,429
Campbelltown	902	482	869	459	2,712
NPSP	1,193	547	1,040	555	3,335
Prospect	193	106	196	104	599
Walkerville	141	71	132	78	422
Total	3,641	1,682	3,296	1,878	10,497

A graph illustrating EHA vaccine coverage rates compared with the SA State coverage rates across all vaccines administered.



Workplace Immunisation Program





Public and Environmental Health

Environmental health is the branch of public health that focuses on the interrelationships between people and their environment, promotes human health and well-being, and fosters healthy and safe communities.

website: [NEHA Environmental health](#)



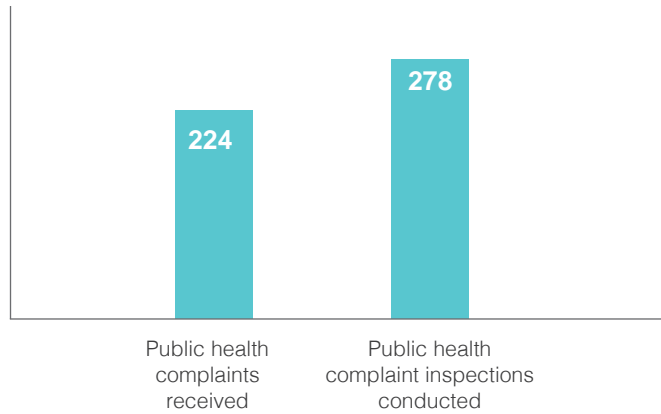
Complaints and Referrals

Environmental Health Officer's responsibilities under the SA Public Health Act 2011 continued to extend to respond to control of the COVID-19 Pandemic spread within South Australia.

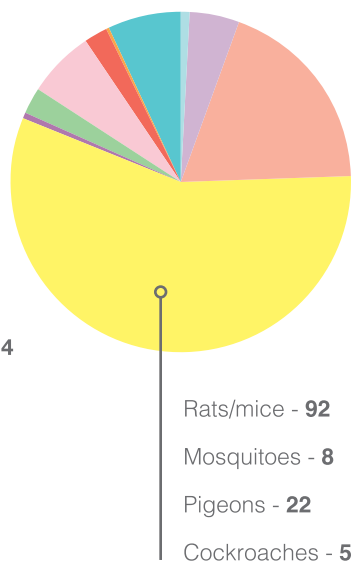
Public health related complaints/referrals from the public or State Government.

2018-19	2019-20	2020-21
162	213	224 ▲

1.24 inspections per complaint



Public Health Complaint Category



Vector Complaints— (increase)



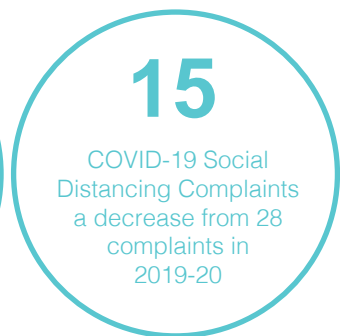
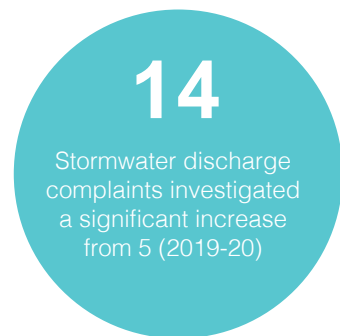
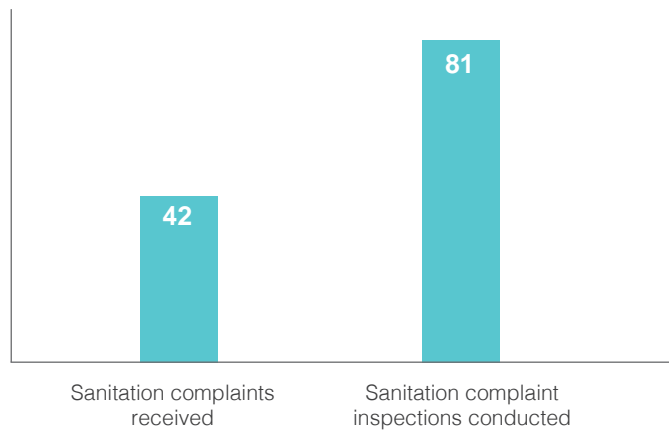
Squalor



Hoarding



1.92 inspections per complaint





Notifiable Diseases

	2019-20	2020-21
Campylobacter	267	248 ▼
Salmonella	79	38 ▼
Legionellosis	5	2 ▼
Cryptosporidiosis	5	4 ▼
Hepatitis A	1	0 ▼
Rotavirus	47	15 ▼
COVID-19	51	11 ▼

Monitoring and Surveillance

Cooling Towers and Warm Water Systems

19 Cooling Towers at 12 sites	
Routine inspections	19
Follow-up inspection	1

18 Warm Water Systems at 4 sites	
Routine inspections	10
Follow-up inspection	1

Water samples taken from all HRMWS sites during routine inspections - two detections of *Legionella* at two separate sites.

Two *Legionella* disease notifications were received from SA Health. Both required desktop reviews and no further action.

Public Swimming Pools and Spas

28 swimming pool and spa sites	
Routine inspections	46
Follow-up inspection	16
Compliance Notice Issued	1

Personal Care and Body Art (PCBA)

All eight tattoo premises involving high risk skin penetration practice were assessed.

Waste Control Systems

A small area within EHA's catchment is not connected to SA Water Sewer or a Community Wastewater Management Scheme, requiring the installation of an approved onsite wastewater system.

Four wastewater applications for wastewater works were received and approved

Health Care and Community Services

5

Licence renewal applications were received and approved.

6

Unannounced routine licensing audits were conducted across 5 facilities.

3

Complaint investigations were undertaken. No further action taken.







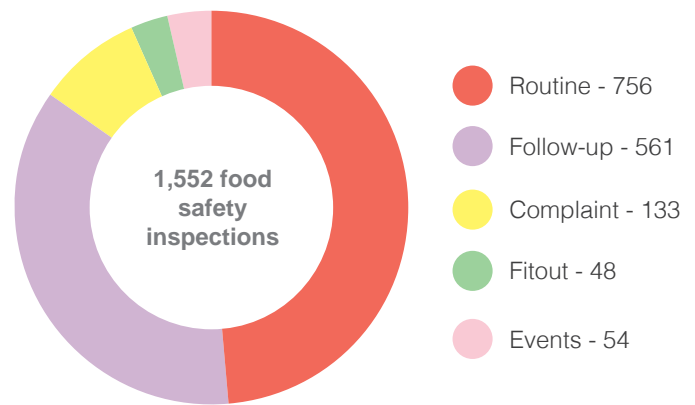
Food Safety

EHA administers the *Food Act 2001* in conjunction with the Food Safety Standards to protect the public from food-borne illness and associated risks.

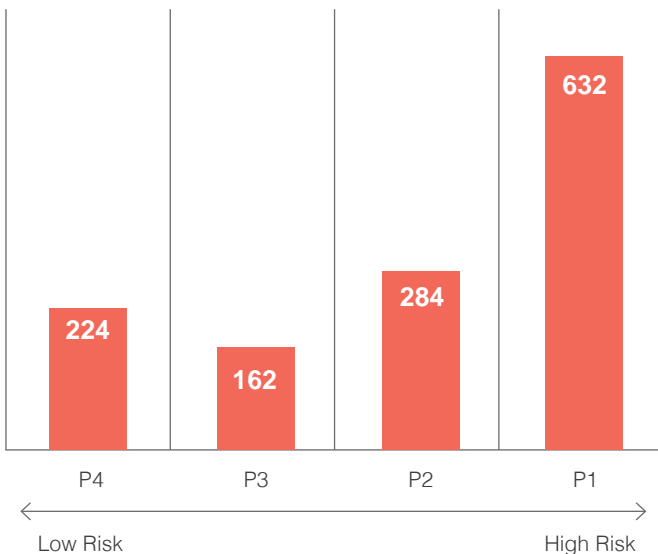
Food Safety Inspections

1,302 known food premises are operating as at 30/06/2021

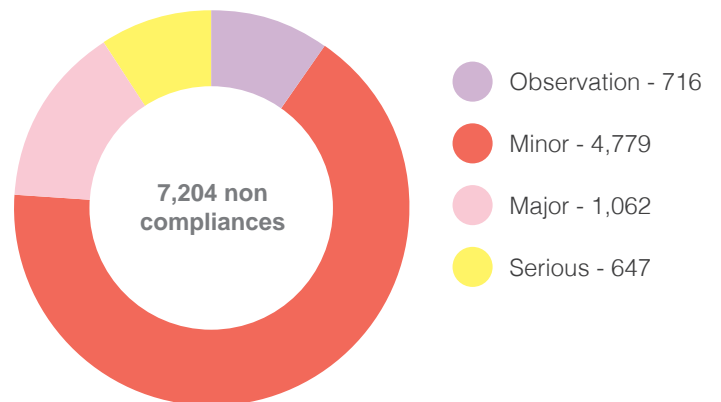
Type of food safety inspections undertaken during 2020-21



Number of food businesses per risk classification



Type of food safety non-compliances observed during 2020-21



Increase in types of food safety non-compliances observed during routine inspections compared to the previous year. In particular:

64% Increase in the number of routine food inspections when compared to the previous year.

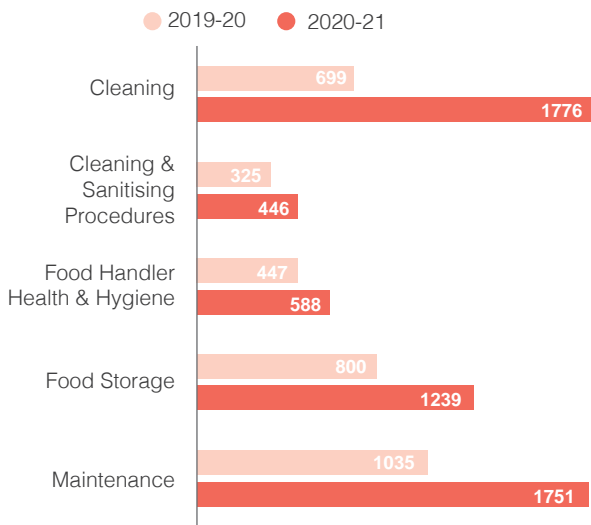
Cleaning
2.5
fold increase

Food storage
1.5
fold increase

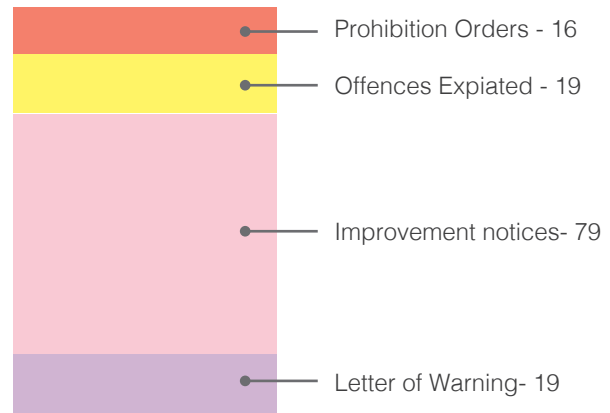
Maintenance
1.7
fold increase



Two year comparison of the types of food safety non-compliances observed during routine inspections during 2020-21.



A graph illustrating the graduated response to enforcement under the Food Act 2001.



The majority of food businesses requiring legal action are P1 high risk businesses.

Food Safety Enforcement

66%
of routine inspections requiring a follow-up inspection

105
food premises required more than one follow-up inspection

Number of businesses requiring legal action per risk rating.

	P1	P2	P3
Warning Letter	18	1	0
Improvement Notices	65	13	1
Offences Expiated	12	2	0
Prohibition Orders	14	2	0



Improvement Notices

79 Improvement Notices issued to 54 food businesses

19 businesses issued with multiple Improvement Notices – accounted for 44 Improvement Notices

7.1% of routine inspections resulted in the issue of an Improvement Notice

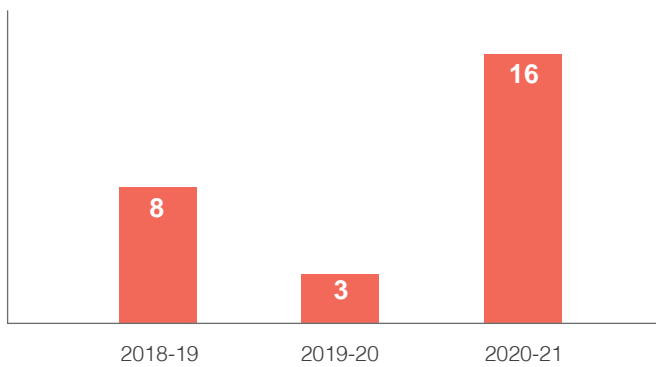
Expiations

14 businesses were expiated under the *Food Act 2001*

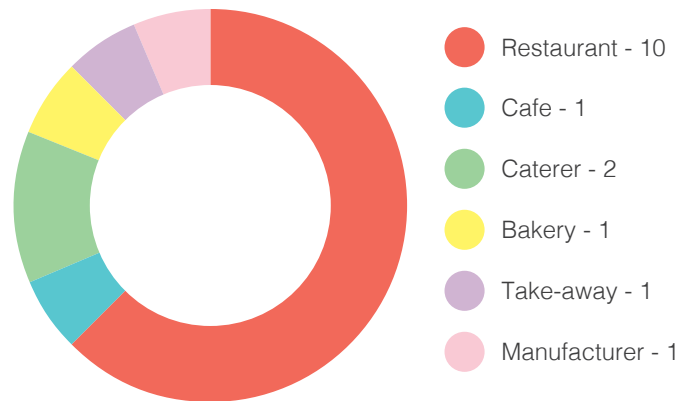
1.85% of routine inspections resulted in the issue of an Expiation Notice

Prohibition Orders

16 Prohibition Orders issued. 13 more when compared to the previous year.



Types of food businesses issued with a Prohibition Order during 2020-21.



Food Safety Audits

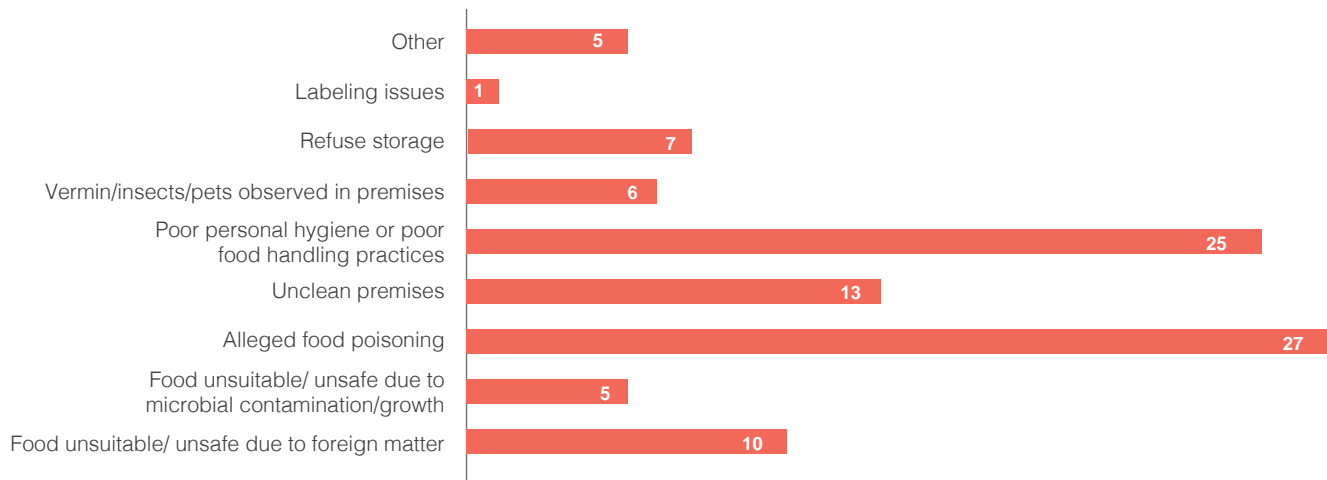
120 scheduled food safety audits food businesses serving food to vulnerable populations



Food Safety Complaints



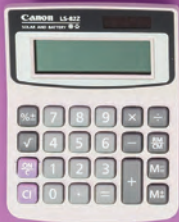
Types of Food Complaints received in 2021





Summary Financial Statement for the year ending 30 June 2021

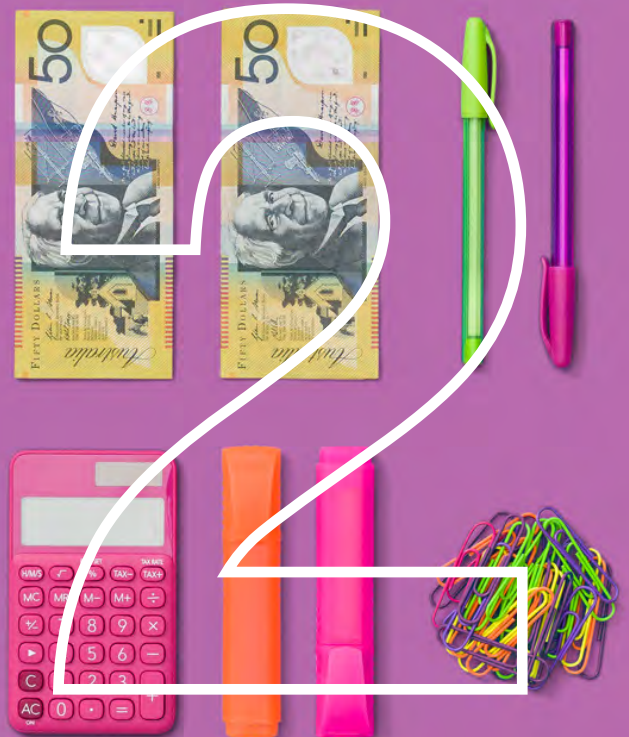
	2020	2021
INCOME		
Council Contributions	1,803,571	1,821,865
Statutory charges	72,447	150,625
User charges	330,134	235,151
Grants, subsidies and contributions	245,618	256,514
Investment income	8,183	4,901
Other income	4,031	4,5498
TOTAL INCOME	2,463,984	2,474,605
EXPENSES		
Employee Costs	1,636,215	1,635,933
Materials, contracts & other expenses	594,507	509,065
Depreciation, amortisation & impairment	190,358	190,797
Finance costs	56,305	48,445
TOTAL EXPENSES	2,477,385	2,384,240
OPERATING SURPLUS (DEFICIT)		
Asset disposal & fair value adjustments		
NET SURPLUS/(DEFICIT)	(13,401)	90,365
Other Comprehensive Income		
TOTAL COMPREHENSIVE INCOME	(13,401)	90,365
CURRENT ASSETS		
Cash and cash equivalents	721,310	782,896
Trade and Other Receivables	155,650	188,901
TOTAL CURRENT ASSETS	876,960	971,797
NON-CURRENT ASSETS		
Infrastructure, Property, Plant & Equipment	1,491,511	1,300,714
TOTAL NON-CURRENT ASSETS	1,491,511	1,300,714
TOTAL ASSETS	2,368,471	2,272,511
CURRENT LIABILITIES		
Trade & Other Payables	157,719	163,940
Borrowings	262,051	177,021
Provisions	307,885	307,903
Liabilities relating to Non-current Assets held for Sale		
TOTAL CURRENT LIABILITIES	727,655	648,864
NON-CURRENT LIABILITIES		
Borrowings	1,143,669	1,036,687
Provisions	22,268	21,716
TOTAL NON-CURRENT LIABILITIES	1,165,937	1,058,403
TOTAL LIABILITIES	1,893,592	1,707,267
NET ASSETS	474,879	565,244
EQUITY		
Accumulated Surplus	474,879	565,244
TOTAL EQUITY	474,879	565,244



local councils working together to protect the health of the community



Annual Report



Message from the Chairperson



A Food Safety Rating Scheme (the Scheme) was launched by SA Health in 2016. The Eastern Health Authority (EHA) commenced an internal trial of the Scheme in 2017 and formally participated from 1 July 2021.

A Food Safety Rating Scheme (the Scheme) was launched by SA Health in 2016. The Eastern Health Authority (EHA) commenced an internal trial of the Scheme in 2017 and formally participated from 1 July 2021. Food service businesses and bakeries within EHA's Constituent Councils who sell food directly to consumers for 'immediate' consumption are captured within the Scheme.

Within the first year of participating in the Scheme, just over half of the captured food inspected businesses were issued with a star rating. These results are promising as it suggests that some food businesses have an increased awareness of food hygiene requirements and improving compliance with the minimum food safety standards.

The food star rating assessment form continues to be used for non-captured businesses. A score and star rating are communicated to these respective food businesses for information only, in aim to continually educate and improve the food safety culture.

EHA's food auditing service continues to expand across the state. Despite the challenges with COVID-19, the flexibility and professional service provided by EHA's food auditors enabled these food businesses that provide food to the vulnerable population to have their food safety programs assessed for adequacy and compliance.

EHA continues with its busy schedule all within a year when businesses were reopened and tested as the economy re-emerged from the restrictions of the pandemic.

Within the first year of participating in the Scheme, just over half of the captured food inspected businesses were issued with a star rating. These results are promising as it suggests that some food businesses have an increased awareness of food hygiene requirements and improving compliance with the minimum food safety standards.

Cr Peter Cornish
Chairperson



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TOWN OF WALKERVILLE

PROSPECT

10,295

Rateable Properties

21,925

Population of Council

WALKERVILLE
4,067 Rateable Properties
7,750 Population of Council

NPSP

20,101

Rateable Properties

36,930

Population of Council



City of
Norwood
Payneham
& St Peters

CAMBELLTOWN

24,871

Rateable Properties

53,084

Population of Council



About Eastern Health Authority

Eastern Health Authority (EHA) has a proud history of promoting and enforcing public health standards in Adelaide’s eastern and inner northern suburbs.

Continuing in the tradition of the East Torrens Council Board, which operated from 1899, the present day regional subsidiary protects the health and wellbeing of about 160,000 residents plus visitors. EHA is an excellent example of council shared service delivery.

BURNSIDE

21,191

Rateable Properties

43,911

Population of Council



TOTAL

80,525

Rateable Properties

163,600

Population of Council

Chief Executive Officer's Report



COVID-19 continued to present additional challenges in delivering a number of Eastern Health Authority's (EHA's) health protection services in 2021/2022. Despite these challenges, EHA has continued to deliver its services to the community with a minimum of disruption.

COVID-19 continued to present additional challenges in delivering a number of Eastern Health Authority's (EHA's) health protection services in 2021/2022. Despite these challenges, EHA has continued to deliver its services to the community with a minimum of disruption.

Immunisation is one of the most successful and cost effective public health protection initiatives. The importance of effective immunisation programs continues to be reinforced during the ongoing pandemic. Our public clinics and worksite immunisation programs continue to be extremely popular, with 10,686 vaccines provided during the year at our various clinic sites.

In late 2021, EHA was successful in being awarded service contracts to provide immunisation services (public clinics and school programs) to Adelaide Hills Council and the City of Unley. The delivery of the services commenced in January 2022. EHA now delivers public immunisations clinics at six venues and the School Immunisation Program to 26 high schools.

While staff absences and reduced student attendance impacted the 2021 School Immunisation Program, the delivery of 10,402 vaccines to high school students was seamless. The ability to manage and deliver the program with minimal disruption was a fantastic effort by all staff involved.

Access to safe and suitable food is one of the most important aspects to a healthy community. One of our most important areas of core business is monitoring food safety standards to ensure this occurs. EHA is responsible for monitoring around 1,300 food businesses' and 1,271 food safety inspections were conducted at these businesses during the year.

You may be surprised to know that unlike most of Australia, South Australia currently has no requirements for food businesses to be licensed, to have appropriately trained food safety supervisors, or for food businesses to maintain any records in relation to their operations. With

In the message they expressed immense gratitude for the time spent at EHA and stated that they were incredibly proud of the work we do to protect the health of thousands of South Australians.

this in mind, it is pleasing to see that new national Food Safety Standards will apply to South Australian food businesses, introducing three food safety management tools: food safety supervisor; food handler training and evidence to food service and retail businesses. These new standards will be introduced in November 2022, with a 12 month implementation period. Let us hope a registration system being introduced in South Australia is not far away.

Many community complaints can have multiple legislative considerations. Our staff continue to work closely with our Constituent Council regulatory service, planning and building officers to investigate and resolve these matters where possible. In many circumstances this positive collaboration is effective in resolving the concerns and providing a positive customer experience.

EHA continues to convene the Eastern Hoarding and Squalor group, a forum for EHO's and government and non-government key stakeholders. Discussions centre on the provision of an integrated approach to assisting complex hoarding and squalor issues where possible.

The review of EHA's Charter continued during the year. The process was paused for an extended period while

membership issues were considered. With this matter now resolved, it is expected that Constituent Councils will consider a revised Charter in late 2022.

With the upcoming November 2022 Local Government elections in mind, I would like to thank the current Board Members for their commitment to Eastern Health Authority during their 4 year term. EHA's Board has a genuine interest in, and supports, the important public health protection work that we undertake on behalf of their respective councils. This interest and support is very much appreciated by me and other EHA staff members.

One of our valued staff members who recently moved interstate, sent a farewell message to her colleagues at EHA. In the message they expressed immense gratitude for the time spent at EHA and stated that they were incredibly proud of the work we do to protect the health of thousands of South Australians. It was lovely to see such a message and I know this attitude is reflective of the staff of EHA, who are a professional and committed group. My deep gratitude to all staff for their work during the last year and making this a great organisation to be part of.

Michael Livori
Chief Executive Officer

Governance

EHA is a body corporate, governed by a Board of Management comprised of two elected members from each Constituent Council.



Board of Management 2022

The Board met seven times during the year to consider EHA's business.

City / Town	Member	Total Meetings Attended
City Of Burnside	Cr P Cornish	● ● ● ● ● ● ○
	Cr J Davey	● ● ● ● ● ● ○
City Of Norwood Payneham & St Peters	Cr S Whittington	● ● ● ● ● ● ○
	Cr G Knoblauch	● ● ● ● ● ● ○
Campbelltown City Council	Cr J Kennedy	● ● ● ● ● ● ●
	M Hammond	● ● ● ● ● ○ ○
City Of Prospect	Cr K Barnett	● ● ● ● ● ● ○
	N Cunningham	● ● ● ○ ○ ○ ○
Town Of Walkerville	Cr J Nenke	● ● ● ● ● ● ○
	Cr N Coleman	● ● ● ○ ○ ○ ○
	Cr ML Bishop	● ○ ○ ○ ○ ○ ○

Finance Audit Committee

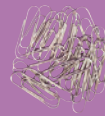
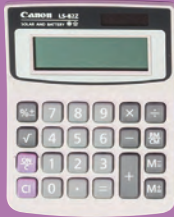
Members of EHA's Audit Committee include:

Claudia Goldsmith Presiding Member

Independent Member Madeleine Vezis

Board Appointed Member Cr Peter Cornish

The Committee met on three occasions during the year.

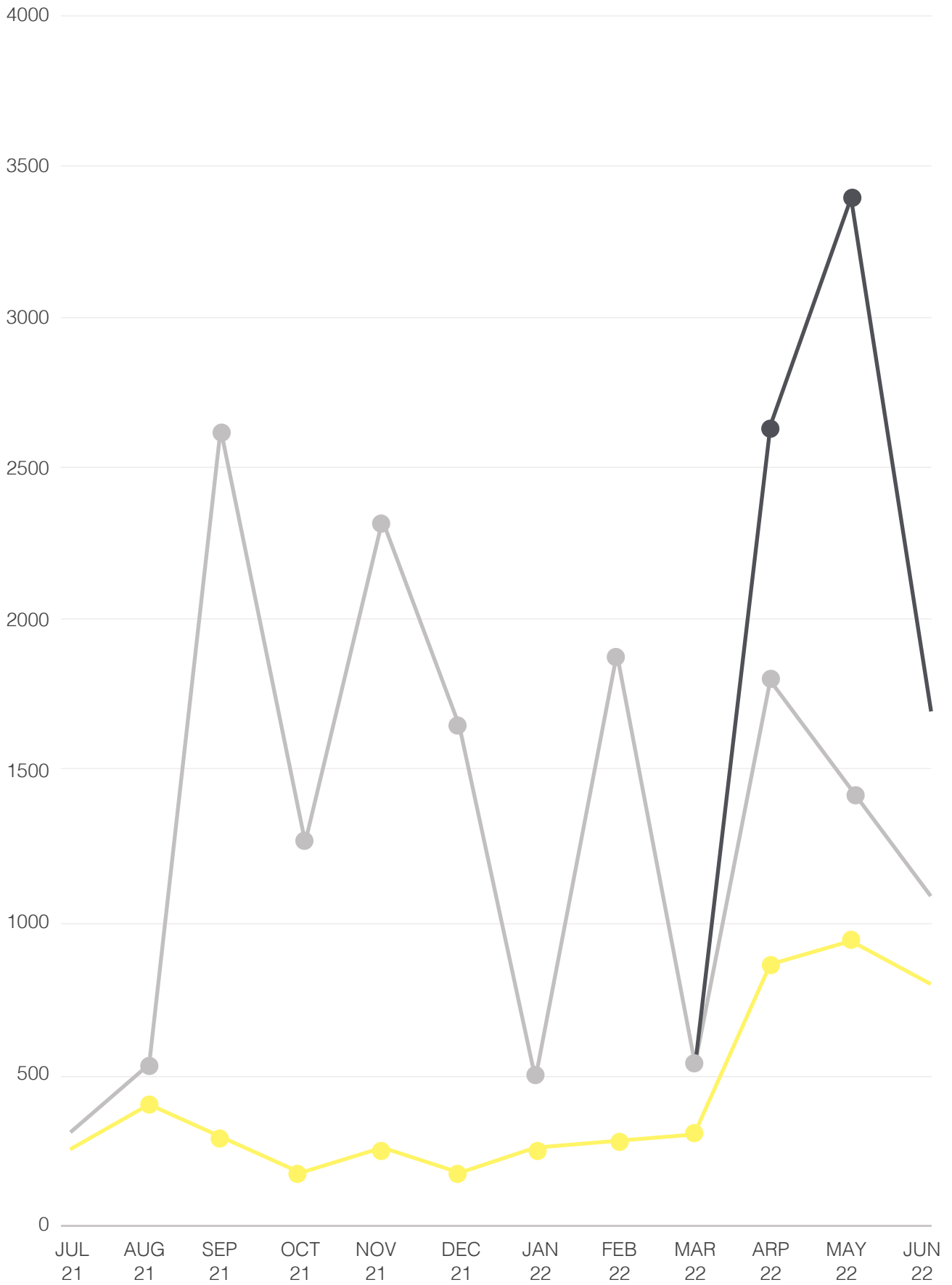


Immunisation

EHA provides a comprehensive, specialised, and convenient immunisation service by way of public immunisation clinics, school immunisation program and workplace immunisation programs to the residents of our Constituent Councils.



Combined demand for all immunisation services over the last year.



CLINIC VACCINES SCHOOL PROGRAM VACCINES WORKPLACE INFLUENZA VACCINE

Public Immunisation Clinics

4,086 clients

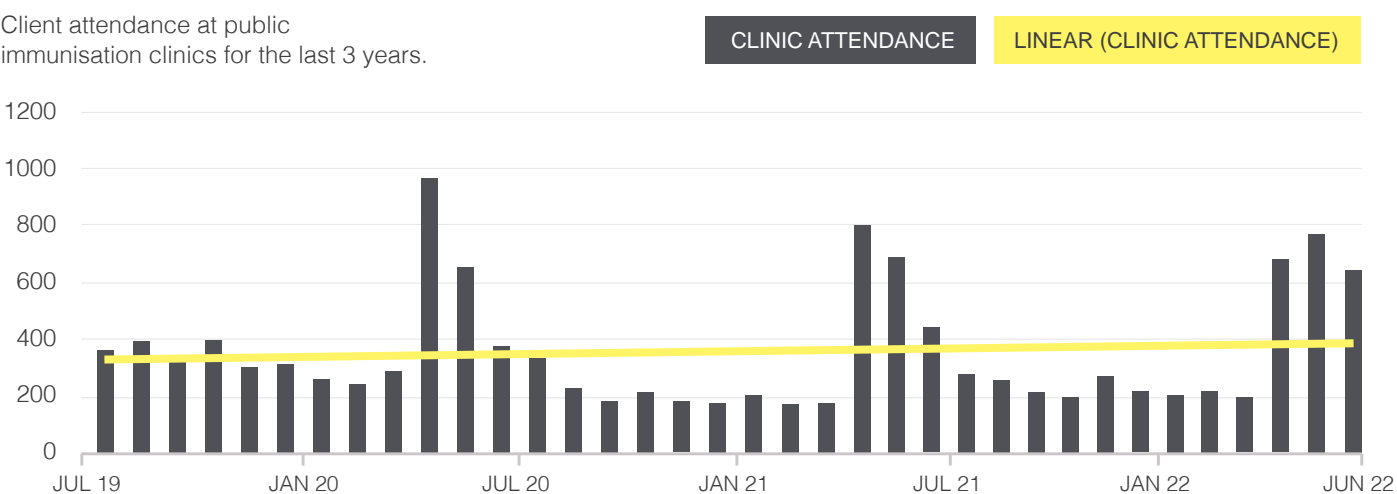
311 INCREASE (8.24%)
from last year

were provided with

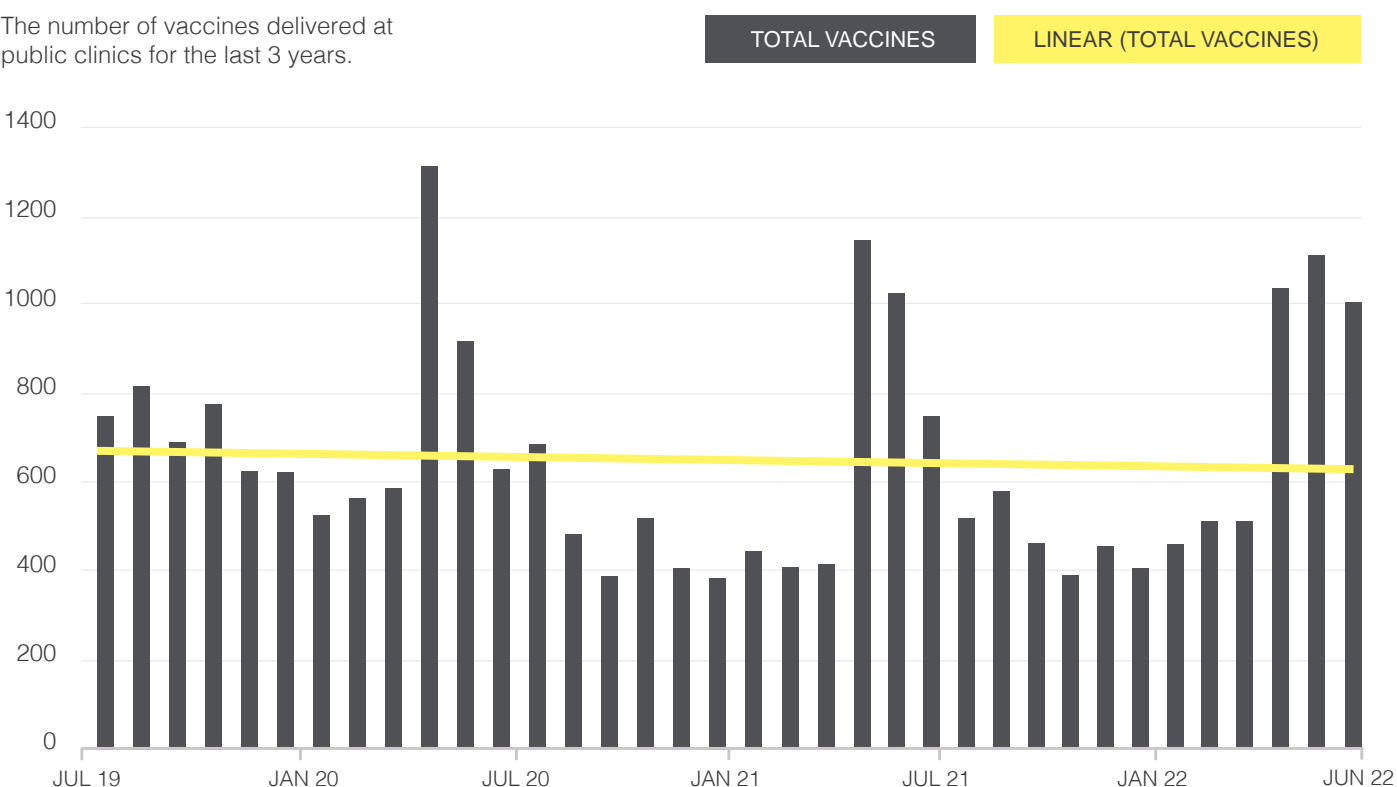
7,410 vaccinations

341 INCREASE (4.82%)
from last year

Client attendance at public immunisation clinics for the last 3 years.



The number of vaccines delivered at public clinics for the last 3 years.



The number of clients per council area and their choice of clinic venue.

Where clients come from (council area)	Number of clients from council area	Where clients attended (clinic venue by %)						
		Burnside	Campbelltown	NPSP	Prospect	Walkerville	Adelaide Hills	Unley
Burnside	1,031	30%	6%	58%	1%	0%	1%	4%
Campbelltown	923	5%	29%	62%	1%	0%	0%	3%
NPSP	1,029	4%	6%	86%	1%	0%	0%	3%
Prospect	277	5%	5%	61%	23%	0%	0%	6%
Walkerville	171	4%	3%	86%	6%	0%	0%	2%
Adelaide Hills	184	3%	3%	16%	0%	0%	77%	2%
Unley	264	6%	2%	25%	1%	0%	1%	65%
Other	207	8%	5%	57%	5%	0%	5%	20%
Total number of clients	4,086							

School Immunisation Program 2021

During 2021, EHA completed 63 year level, high school immunisation visits to deliver the annual School Immunisation Program (SIP). A total of 10,402 vaccines were administered to both Year 8 and 10 students.

The minor decrease in the of 95 (-1%) vaccines administered when compared to the same period in 2020 is in part due to the COVID-19 vaccines being made available for students 12+ ages. Early in the year COVID-19 vaccines were required to have a 7-day interval between any other vaccine being administered. As a result, numerous students were unable to have their second schedule vaccination.

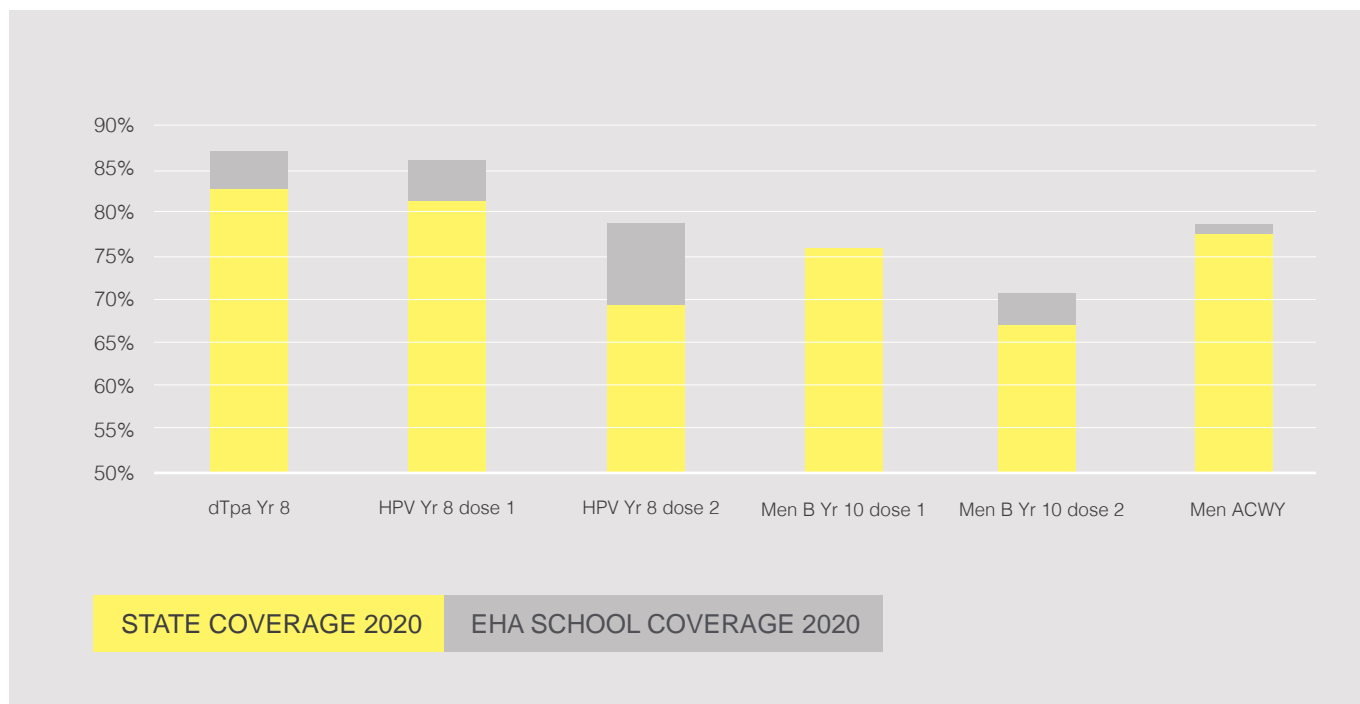
These students were able to attend one of the many EHA public immunisation clinic's to catch up on the missed vaccine. EHA effectively communicated the required COVID-19 interval and potential impact it may cause to their child's school vaccination visit to parents and guardians via SMS messages.

SA Health compiles data in relation to student immunisations each year to measure the success of the SIP program:

School Vaccinations for calendar year to date – January to December 2021.

Council	Human Papillomavirus	Diphtheria Tetanus and Pertussis (dTpa)	Meningococcal (Men B)	Meningococcal ACYW (Men ACWY)	Total
Burnside	1,166	650	1,075	629	3,520
Campbelltown	807	519	918	452	2,696
NPSP	1,034	474	1,064	590	3,162
Prospect	191	107	201	107	606
Walkerville	121	74	131	92	418
Total	3,319	1,824	3,389	1,870	10,402

A graph illustrating EHA vaccine coverage rates compared with the SA State coverage rates across all vaccines administered.



Workplace Immunisation Program

2022



87 WORKPLACE VISITS



3,276 VACCINES ADMINISTERED

2021



106 WORKPLACE VISITS



4,085 VACCINES ADMINISTERED

Public and Environmental Health

Environmental Health is the branch of public health that focuses on the interrelationships between people and their environment, promotes human health and well-being, and fosters healthy and safe communities.

website: [NEHA Environmental health](https://www.neha.org/EnvironmentalHealth)



Complaints and Referrals

Environmental Health Officer's responsibilities under the SA Public Health Act 2011 continued to extend to respond to control of the COVID-19 Pandemic spread within South Australia.

Public health related complaints/referrals from the public or State Government

213

2019-20

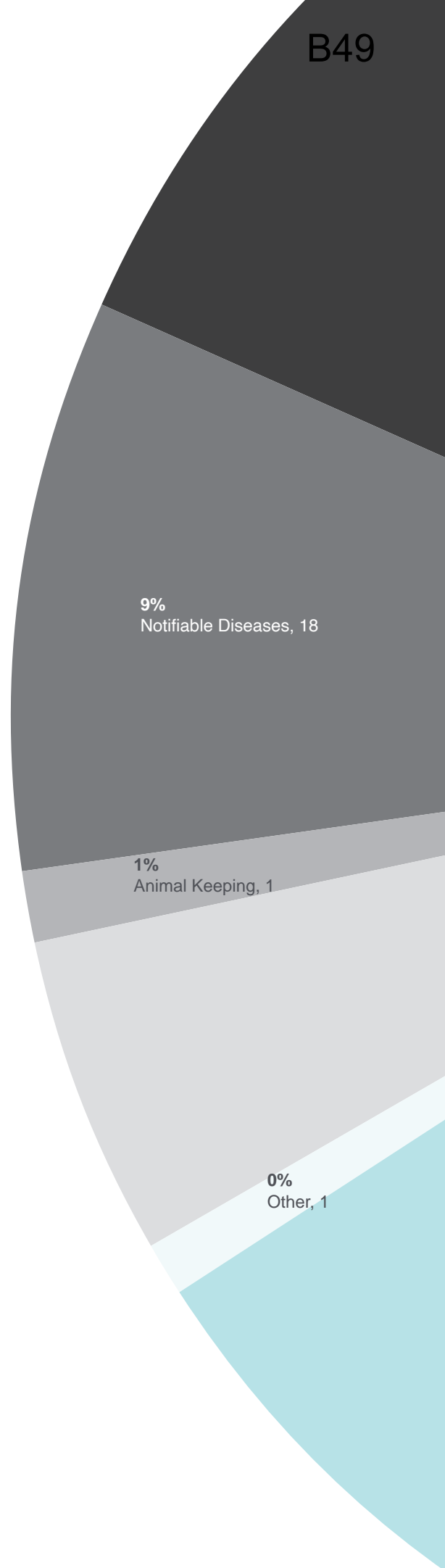
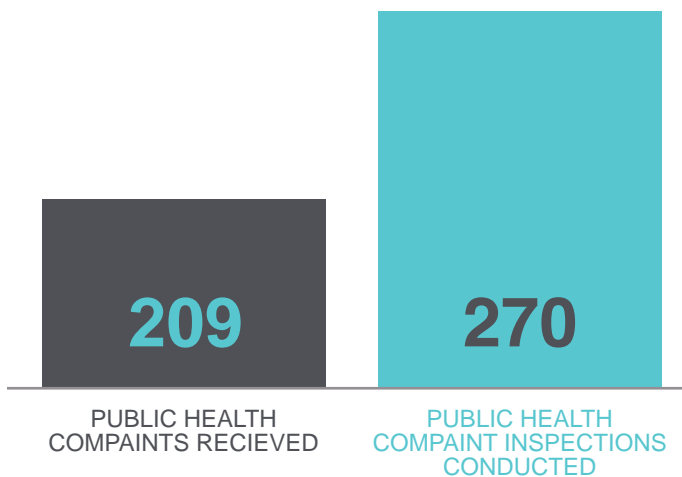
224

2020-21

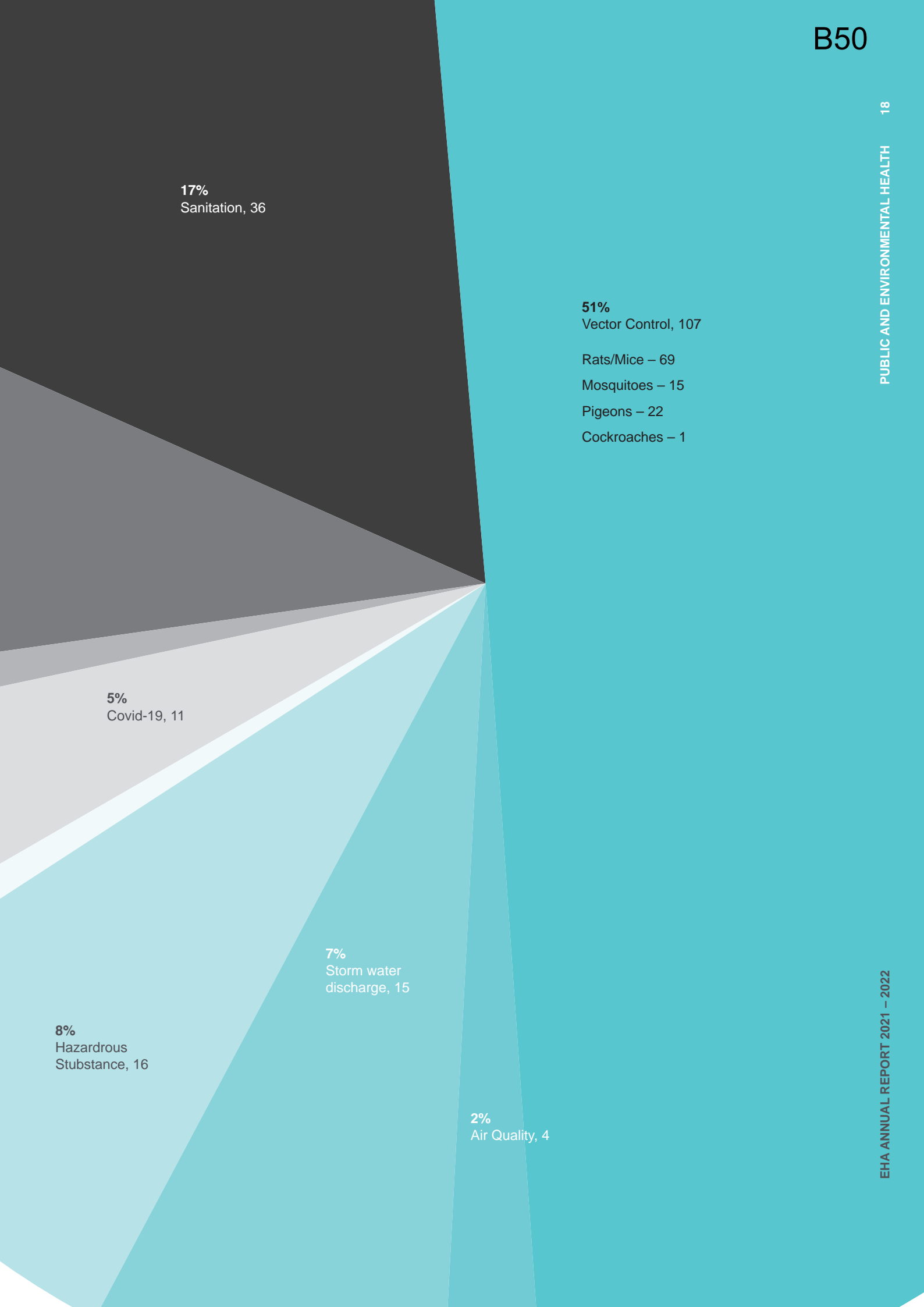
209

2021-22

1.29 Inspections per complaint



B49



17%
Sanitation, 36

51%
Vector Control, 107

Rats/Mice – 69

Mosquitoes – 15

Pigeons – 22

Cockroaches – 1

5%
Covid-19, 11

7%
Storm water
discharge, 15

8%
Hazardous
Substance, 16

2%
Air Quality, 4

Vector Complaints



Squalor



Hoarding



2.25 Inspections per complaint



	2020-21	2021-22
Campylobacter	248	261 ▲
Salmonella	38	43 ▲
Legionellosis	2	1 ▼
Cryptosporidiosis	4	5 ▲
Hepatitis A	0	0
Rotovirus	15	49 ▲
COVID-19	11	38,738 ▲

16

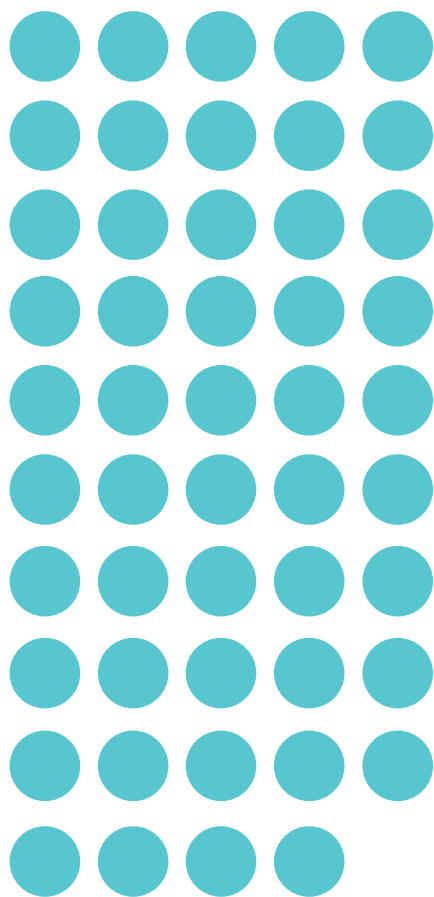
Hazardous substance complaints significant increase from 5 (2020-21)

15

Stormwater discharge complaints investigated comparable to 14 investigations received the previous year

11

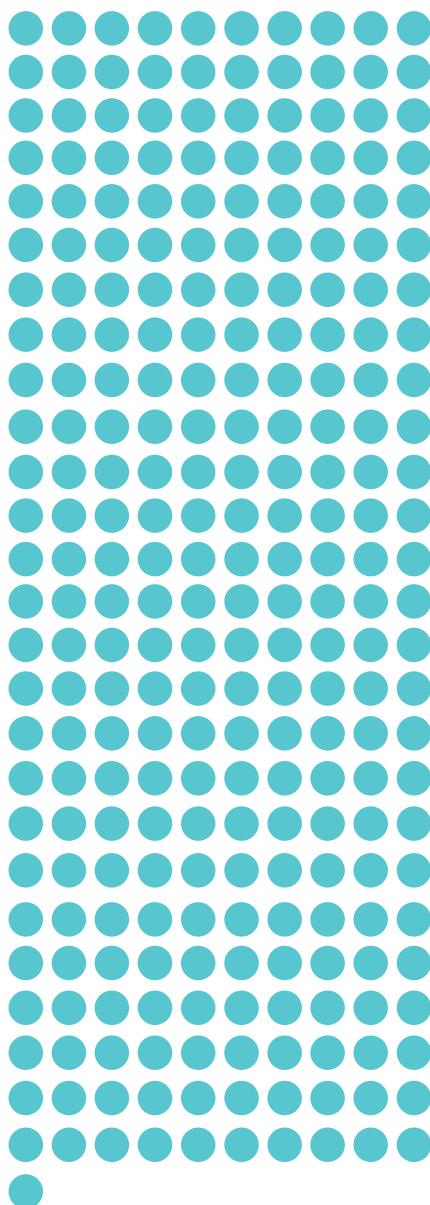
COVID-19 Social Distancing complaints a decrease from 15 complaints in 2020-21



49

Rotavirus notifications

34 more compared to 2020-21



261

Salmonella notifications

5% increase compared to 2020-21



COVID-19 notifications

This significant number is a result of the State COVID-19 social distancing restrictions easing from December 2021.

Monitoring and Surveillance

Cooling Towers and Warm Water Systems (HRMWS)

19 Cooling Towers at 12 sites	
Routine inspections	19
Follow-up inspection	0

8 Warm Water Systems at 4 sites	
Routine inspections	8
Follow-up inspection	0

6

detections of Legionella

3

from water samples taken from 3 separate HRMWS sites during routine inspections

3

from internal water testing taken from 3 separate HRMWS sites

Waste Control Systems

A small area within EHA's catchment is not connected to SA Water Sewer or a Community Wastewater Management Scheme, requiring the installation of an approved onsite wastewater system.

5

Onsite wastewater applications for wastewater works were received.

3

3 applications approved and 2 pending decisions.

0

Complaints received.

Public Swimming Pools and Spas

41 swimming pool and spa's at 27 sites

Routine inspections	59
Follow-up inspections	7
Complaint inspections	3

Personal Care and Body Art (PCBA)

All 10 tattoo premises involving high risk skin penetration practice were assessed. One follow-up inspection was required.

One complaint was received and investigated at a beauty premises. No further action taken.

Health Care and Community Services

LICENSING

5

Licence renewal applications were received and approved.

4 facilities – 1 year
1 facility – short term licence

MONITORING

7

Unannounced routine licensing audits were conducted across 5 facilities.

COMPLAINTS

4

Complaint investigations were undertaken / ongoing.

Food Safety

EHA administers the Food Act 2001 in conjunction with the Food Safety Standards to protect the public from food-borne illness and associated risks.

Food Safety Inspections



Total Number of inspections 2021-22

1,271 food safety inspections



Non compliances observed during routine food inspections in 2021-22

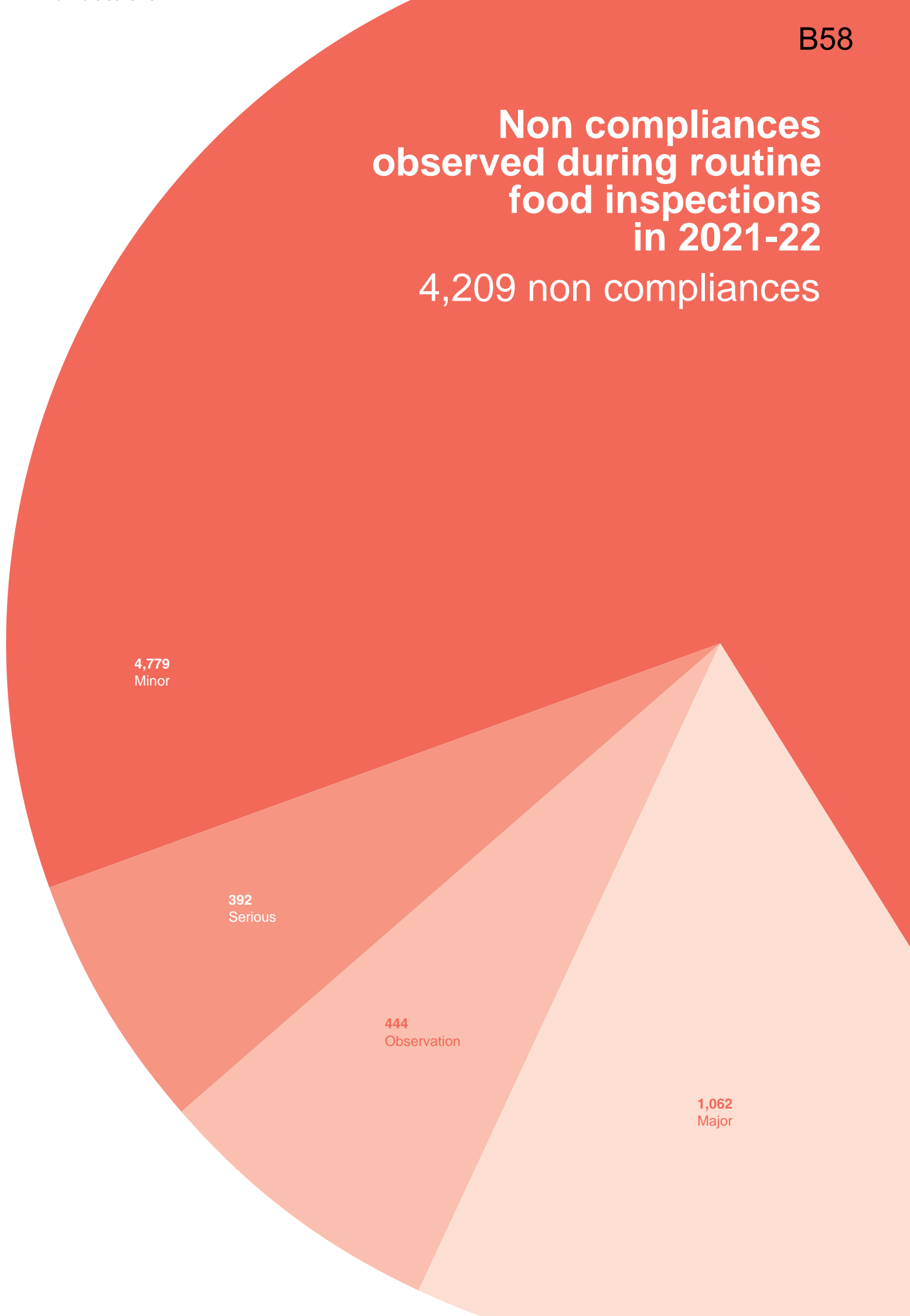
4,209 non compliances

4,779
Minor

392
Serious

444
Observation

1,062
Major



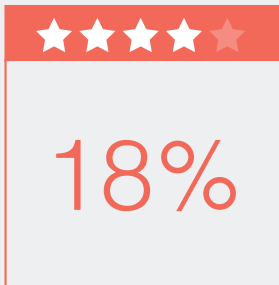
Participation of the SA Health Food Star Rating Scheme (FSRS) commenced on 1 July 2022.

A total of

561

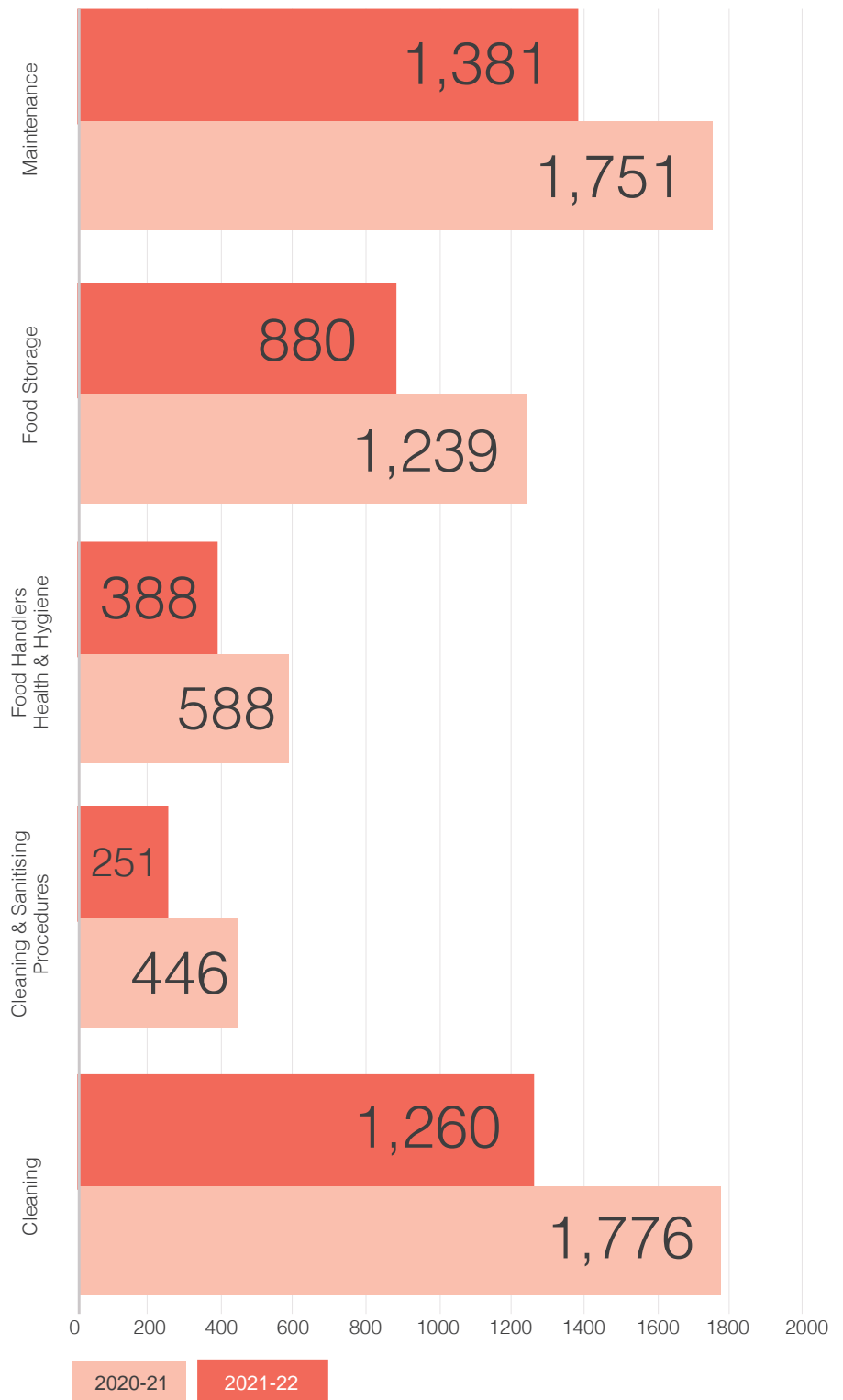
businesses are captured within the scheme.

425 captured FSRS inspections



The average non-compliances observed per routine inspections decreased by **36%**.

Two year comparison of the types of food safety non-compliances observed during routine inspections during 2021-22.



Food Safety Enforcement

59%

Routine inspections requiring a follow-up
Decrease from 61%

A graph illustrating the graduated response to enforcement under the Food Act 2001.



The majority of food businesses requiring legal action are P1 high risk businesses.

Number of businesses requiring legal action per risk rating.

	P1	P2	P3
Warning Letter	18	2	0
Improvement Notices	55	7	1
Offences Expiated	11	1	0
Prohibition Orders	6	1	1

Improvement Notices

63

Improvement Notices issued to 51 food businesses

12

Businesses issued with multiple Improvement Notices

7.2%

of routine inspections resulted in the issue of an Improvement Notice.

Expiations

12

businesses were expiated under the Food Act 2001.

1.74%

of routine inspections resulted in the issue of an Expiation Notice.

Food Safety Audits

Scheduled food safety audits of food businesses serving food to vulnerable populations

143 Scheduled Audits
19% increase

74

10 increase
Within EHA



69

13 increase
outside of
EHA's area



4

follow-up
audits



Food Safety Complaints

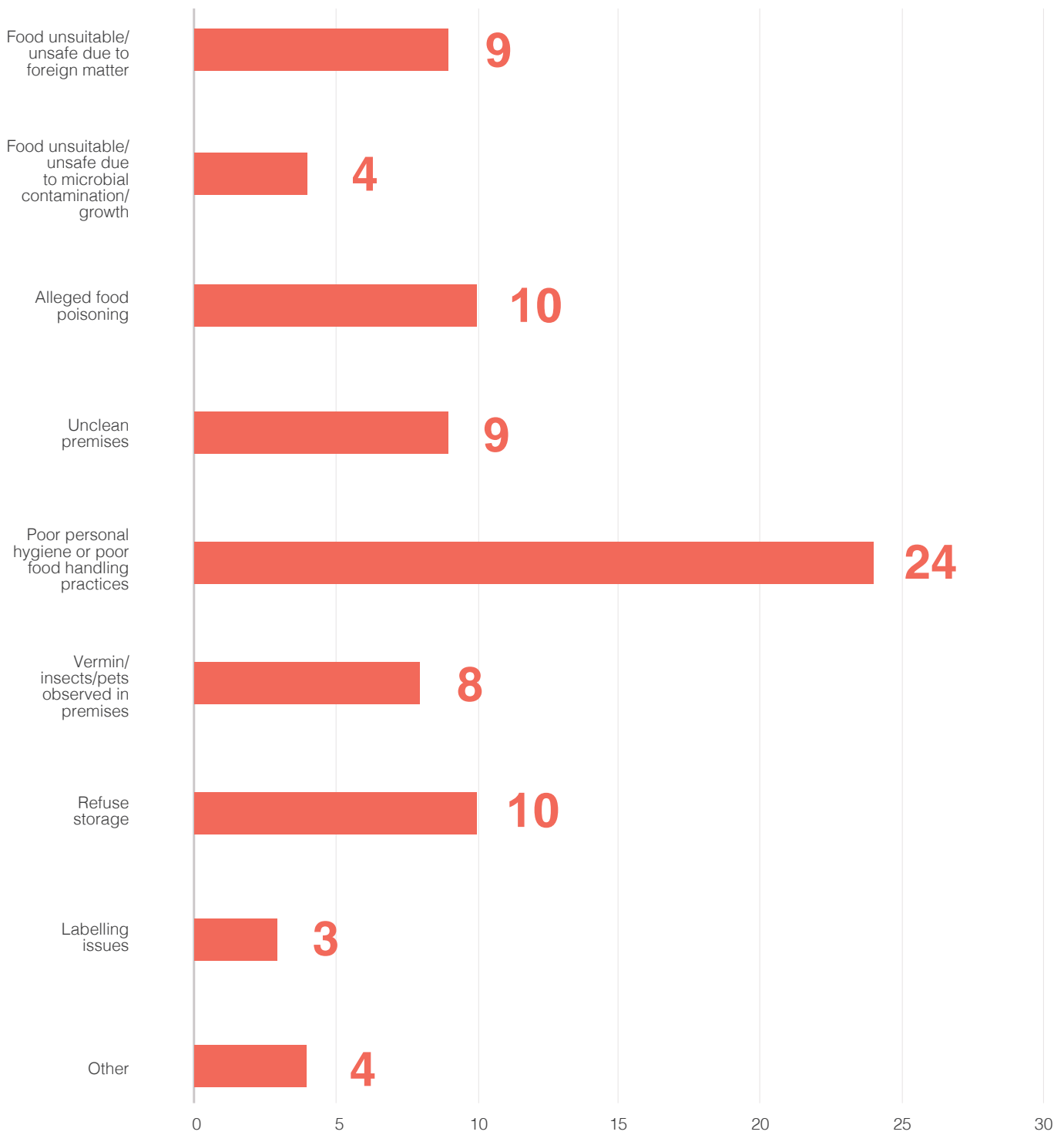
82

Food related
complaints

52%

Relating to alleged food poisoning and poor personal hygiene and food handling practices.

Types of Food Complaints received in 2022.



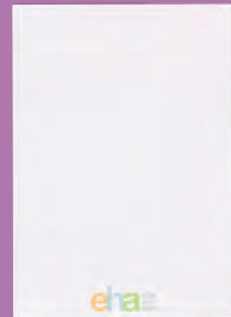
Six food safety training session held and **65 participants attended.**

Summary

Financial Statement
for the year ending
30 June 2022

	2021	2022
INCOME		
Council Contributions	1,821,865	1,828,263
Statutory charges	150,625	111,391
User charges	235,151	295,541
Grants, subsidies and contributions	256,514	226,108
Investment income	4,901	4,320
Other income	4,5498	3,585
TOTAL INCOME	2,474,605	2,469,208
EXPENSES		
Employee Costs	1,635,933	1,750,609
Materials, contracts & other expenses	509,065	516,677
Depreciation, amortisation & impairment	190,797	168,844
Finance costs	48,445	44,752
TOTAL INCOME	2,384,240	2,482,882
OPERATING SURPLUS (DEFICIT)		
Asset disposal & fair value adjustments		
NET SURPLUS/(DEFICIT)	90,365	(13,674)
Other Comprehensive Income		
TOTAL COMPREHENSIVE INCOME	90,365	(13,674)
CURRENT ASSETS		
Cash and cash equivalents	782,896	640,883
Trade and Other Receivables	188,901	231,080
TOTAL CURRENT ASSETS	971,797	871,963
NON-CURRENT ASSETS		
Property, Plant & Equipment	1,300,714	1,214,249
TOTAL NON-CURRENT ASSETS	1,300,714	1,214,249
TOTAL ASSETS	2,272,511	2,086,212
CURRENT LIABILITIES		
Trade & Other Payables	163,940	133,225
Borrowings	177,021	140,794
Provisions	307,903	289,466
Liabilities relating to Non-current Assets held for Sale		
TOTAL CURRENT LIABILITIES	648,864	563,485
NON-CURRENT LIABILITIES		
Borrowings	1,036,687	961,297
Provisions	21,716	9,860
TOTAL NON-CURRENT LIABILITIES	1,058,403	971,157
TOTAL LIABILITIES	1,707,267	1,534,642
NET ASSETS	565,244	551,570
EQUITY		
Accumulated Surplus	565,244	551,570
TOTAL EQUITY	565,244	551,570





Attachment C

Better Living Better Health 2020-2025 Regional Public Health Plan Progress Report

City of Norwood Payneham & St Peters
175 The Parade, Norwood SA 5067

Telephone 8366 4555
Facsimile 8332 6338
Email townhall@npsp.sa.gov.au
Website www.npsp.sa.gov.au



City of
Norwood
Payneham
& St Peters

Regional Public Health Plan – Progress of Projects and Actions

Strategic Direction - Environments for Health

The Plan recognises that the natural, built and cultural environment influences how people live, their interaction with their communities and their ability to adopt active and healthy lifestyles.

Project - Active Regional Connections – open space mapping with cycling and walking routes

Action	Progress	Comment
Map open space and recreation areas across the region including relevant infrastructure (toilets, play spaces).	In Progress	<ul style="list-style-type: none"> Promotion of the established Adelaide 100 walking track. A case study is being put together utilising existing systems to map open space and recreation information. Magill Village is an example of a regional project to improve walkability and liveability of a precinct .
Overlay cycling and walking routes, including along the River Torrens Linear Park / Karrawirra Parri.	In Progress	<ul style="list-style-type: none"> Linked to the above action, a case study is being prepared to consider the most appropriate technology through which to pursue this action.
Identify opportunities to enhance connectivity and amenity to increase access for all ages and abilities – apply climate change adaptation lens.	Not Started	<ul style="list-style-type: none"> For consideration 2023-2025
Investigate continuity of signage and wayfinding to amenities and places of interest across the region, including Kurna culture and local heritage.	In Progress	<ul style="list-style-type: none"> The Cities of Burnside, Campbelltown, Norwood Payneham & St Peters with Adelaide Hills Council have commenced a 'Kurna Waterways Project' with Kurna and other First Nations residents. The aim of the project is to acknowledge the significance of Kurna culture and history through identifying Kurna names of the waterways across the eastern region. Achieving the action strategically across the region remains reliant upon mapping tools identifying existing wayfinding and will be progressed further once this has occurred.

Project - Regional Community Transport Network

Map community transport across the region in consultation with Community Passenger Network.	Completed	<ul style="list-style-type: none"> Mapping has been completed. The Community Passenger Network in the east has closed. The Federal Government funding for Community Transport has been extended to June 2025 which supports most transport in the region. Councils will be undertaking reviews of community transport in line with changes to Commonwealth Home Support funding which will shape this action.
Identify gaps in community transport network – safety, spatial, temporal, group, promotion.	Completed	<ul style="list-style-type: none"> Gaps have been identified in Councils' delivery of community transport services. These will be considered when the Community Transport Models are reviewed.

Plan enhancements to regional community transport network based on mapping and gap analysis.	Not Started	<ul style="list-style-type: none"> Will be actioned as Commonwealth Home Support service delivery models are considered noting the strong relationship between these programs.
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Implement enhancements to regional community transport network	Recommended that this action is amended .	<ul style="list-style-type: none"> This is not achievable within the life of the current Plan. It is Recommended that this action is considered for the 2026-2030 Regional Public Plan
--	---	---

Strategic Direction - Capacity for Health

The Plan recognises how connecting people in communities to activities, events, opportunities and each other promotes good mental health and healthy communities. It also acknowledges the need to identify and target specific groups to ensure there are opportunities for full participation.

Project - Regional Promotion of Activities and Events

Action	Progress	Comment
Investigate regional platform/s for promotion of health and wellbeing activities across all council areas.	In Progress	Common third-party platforms are used across Constituent Councils, but the way in which these may be utilised or whether they represent best practice requires further investigation.
Pilot regional promotion approach around an existing event of regional significance (e.g.ZestFest).	Recommended that this action is amended.	<ul style="list-style-type: none"> At the time of formulating the Plan ZestFest was an event Council's recognised during October, however ZestFest is no longer a statewide celebration. Is recommended that the Council not continue to pursue this action.
Develop regional events and festivals calendar.	In Progress	Initial discussions have occurred to promote regional events. It is observed that event planning occurs at differing times within the Constituent Councils, and that this calendar would need to be updated at least quarterly for it to be effective (i.e. it is not currently possible to promote an annual calendar of regional events).
Plan roll out of regional promotion approach across broad spectrum of events and activities.	In Progress	This action requires further investigation, noting that further development of a regional events calendar and access for all lens is required to fully achieve this action.
Apply an access for all lens over all promotion (including access details).	In Progress	The City of Campbelltown is developing an 'Accessible Events' Checklist which can be shared once complete. The City of Norwood Payneham & St Peters applies an access lens over all its events and promotion.
Implement roll out of regional promotion approach across broad spectrum of events and activities.	Not Started	Notwithstanding the further planning actions required to fully commence delivery of this action, Constituent Councils intend to progress with regional promotion of events of each Council as a pilot to assist in the planning and implementation of a more comprehensive roll-out.

Project -Talk to your Neighbour' – Addressing Social Isolation

Action	Progress	Comment
Research best practice approaches, (eg. consider the integration of national 'Neighbour Day' activities, co-ordinated by Relationships Australia into the project).	Completed	<ul style="list-style-type: none"> Research from Relationships Australia and TACSI (The Australian Centre for Social Innovation) about the role of neighbours.
Map vulnerable populations.	Completed	<ul style="list-style-type: none"> All Councils' have Emergency Management and Disability Access & Inclusion plans. These populations include; <ul style="list-style-type: none"> - older citizens; - culturally and linguistically diverse citizens; - citizens living with disability; and - socially and financially disadvantaged citizens.
Implement pilot project.	Completed	<ul style="list-style-type: none"> The Cities of Campbelltown and Prospect have trialled Play Streets / Street Meets and Festive Streets. Sharing of pilots, learnings and processes shared with other Councils. Campbelltown trialled a 'Neighbourly Notes' project with University SA which can be explored.
Identify community champions for subsequent rollout of project	In Progress	<ul style="list-style-type: none"> The Cities of Campbelltown and Prospect have identified community champions through Play Streets / Street meets and Festive Streets pilots.

Project - Regional Volunteering

Action	Progress	Comment
Bring local Volunteer Coordinators together to map current practices around volunteering.	Completed	<ul style="list-style-type: none"> Opportunities to develop regional practices have been mapped and will occur in stages.
Develop Regional Volunteer Passport scheme including regional database of volunteers and volunteer opportunities.	Recommended that this action is amended.	<ul style="list-style-type: none"> For consideration in 2024-2025. It was identified that this project may take time to complete as Council's have different procedures and systems in place. Whilst it may be started in 2024-2025 it will not be completed within the life of the current plan. It is recommended that this action be considered in the 2026 -2030 Regional Public Health Plan.
Collaborate to deliver shared volunteer training across the region.	In Progress	<ul style="list-style-type: none"> Progress this action in stages Stage 1: standard corporate induction training for volunteers <ul style="list-style-type: none"> - WHS - Ageism: Campbelltown received an ageing well grant to develop an online training package for Local Government (rollout 2024

- Stage 2 – Onboarding and induction process/materials developed for Volunteers.

Project - Mental Health Suicide & Prevention Network

Action	Progress	Comment
Investigate regional partnerships based on shared outcome goals.	Completed	Investigations were undertaken through the relevant State Government project delivery agency, which confirmed that Councils (despite shared goals) would not be identified as a partner in the delivery or sustainment of a regional mental health and suicide prevention network. The recommendation is to remove this action from the current Plan.

Establish regional mental health and suicide prevention network.	Recommended that this action is amended	See above
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Strategic Direction Protection for Health

The Plan sets out the Eastern Health Authority Constituent Councils' commitment to protecting public health and safety through developing and enforcing public and environmental health performance standards and adopting a risk-based approach to public health management.

Action	Progress	Comment
Regional Vaccination Program.	In Progress	Eastern Health Authority's Actions within this Plan are reported annually. The 2022 - 2023 Eastern Health Authority Annual Report was provided to Constituent Councils on in September 2023.
Public and Environmental Health Service Performance.	In Progress	
Food Safety service performance.	In Progress	
Supported residential facilities regulation and licensing.	In Progress	
Emergency Management Planning.	In Progress	

Section 2 – Corporate & Finance
Reports

11.4 ANNUAL FINANCIAL STATEMENTS FOR YEAR END 30 JUNE 2023

REPORT AUTHOR: Chief Financial Officer
GENERAL MANAGER: Chief Executive Officer
CONTACT NUMBER: 8366 4549
FILE REFERENCE: qA491622
ATTACHMENTS: A

PURPOSE OF REPORT

The purpose of this report is to present the 2022-2023 Financial Statements to the Audit Committee for review and recommendation to the Council for adoption.

BACKGROUND

Pursuant to Section 127 of the *Local Government Act 1999* (the Act), the Council must prepare Annual Financial Statements in accordance with the *Local Government (Financial Management) Regulations 2011* (the Regulations).

Section 13 of the Regulations requires that the Financial Statements of a Council be prepared in accordance with the requirements set out in the Model Financial Statements. The Annual Financial Statements have been prepared in accordance with the Model Financial Statements.

Section 126 (4) (a) of the Act requires that the functions of an Audit Committee to include “*reviewing annual financial statements to ensure that they present fairly the state of affairs of the council*”. As such, the Annual Financial Statements are presented to the Committee for consideration.

A copy of the Annual Financial Statements is contained in **Attachment A**.

RELEVANT STRATEGIC DIRECTIONS & POLICIES

The Council’s long term strategic directions are outlined in the *City Plan 2030 – Shaping our Future*.

The 2022-2023 Annual Business Plan and supporting Budget, set out the services and programs and initiatives for the 2022-2023 Financial Year.

The Council’s 2022-2023 Annual Business Plan reflects the Council’s commitment to financial sustainability. In adopting the 2022-2023 Budget, the Council forecasted an Operating Surplus of \$0.864 million for the 2022-2023 Financial Year.

FINANCIAL AND BUDGET IMPLICATIONS

Statement of Comprehensive Income

The Council concluded the 2022-2023 Financial Year with an Operating Surplus of \$1.954 million (2021-2022: \$2.645 million), compared to the Operating Surplus of \$0.864 million as set out in the 2022-2023 Adopted Budget.

After considering Capital Items which includes the impact of assets revaluations and grant funding specifically for asset upgrades or renewals and asset disposals, the Council is reporting a Total Comprehensive Income of \$50.111 million (2021-2022: \$37.072 million).

The reasons for the variations to the Adopted Budget are outlined in Item 6.2: Financial Summary.

EXTERNAL ECONOMIC IMPLICATIONS

Not Applicable.

SOCIAL ISSUES

Not Applicable.

CULTURAL ISSUES

Not Applicable.

ENVIRONMENTAL ISSUES

Not Applicable.

RESOURCE ISSUES

Not Applicable.

RISK MANAGEMENT

Not Applicable.

CONSULTATION

- **Elected Members**
Nil
- **Community**
Not Applicable
- **Staff**
Responsible Officers
General Managers
- **Other Agencies**
Nil

DISCUSSION

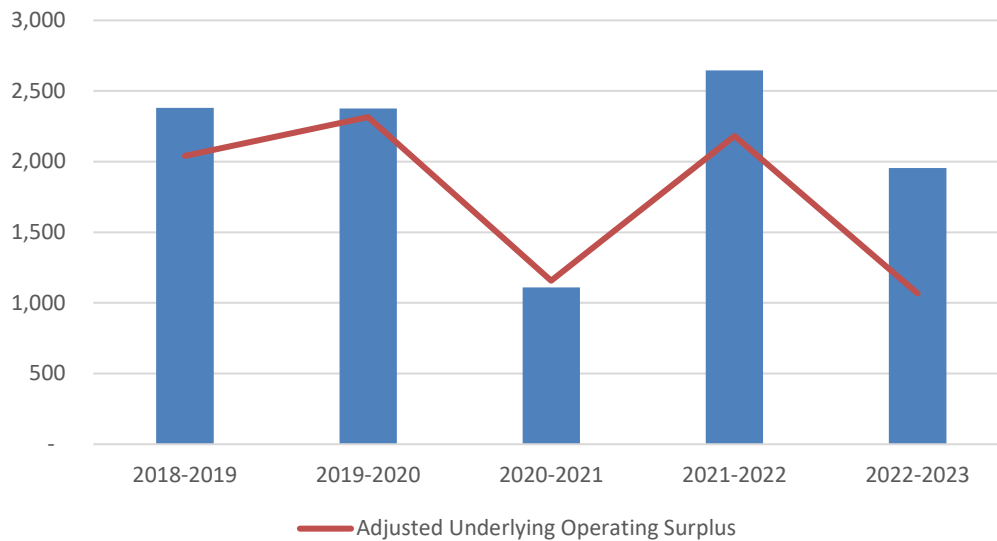
Statement of Comprehensive Income

Operating Result

As detailed in Figure 1 below, the Council concluded the Financial Year with an Operating Surplus of \$1.954 million (2021-2022: \$2.645 million). The decrease in the Operating Surplus is due to a 7.9% increase in Operating Expenses primarily due to an increase in Finance costs and Net loss on Joint Ventures & Associates, when compared to the previous Financial Year.

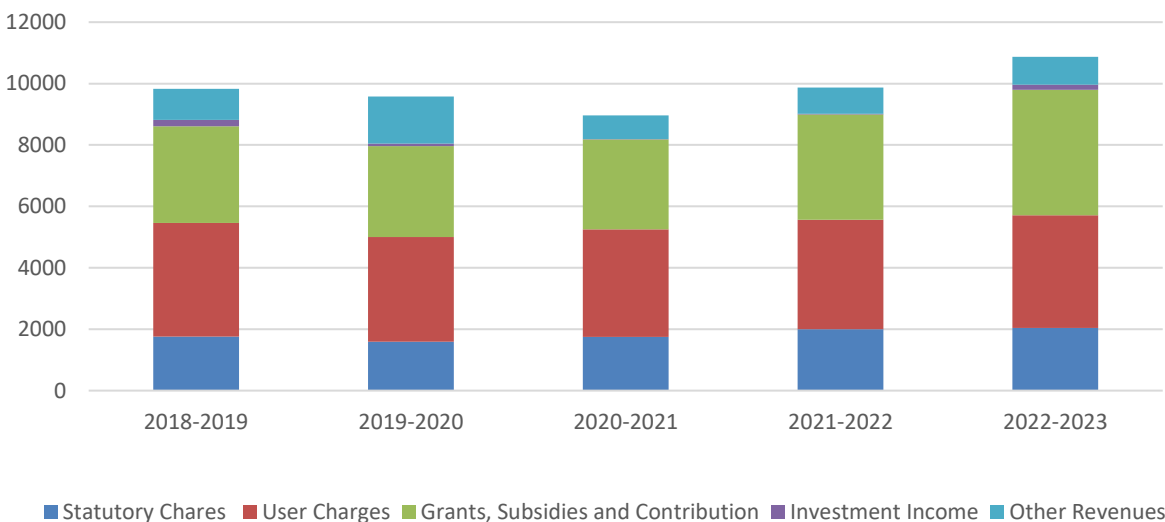
As highlighted in previous reports to the Committee, for the last five (5) consecutive years, the Federal Government has made advance payments equal to approximately two quarters of the Financial Assistance Grants. The advance was increased for the 2023-2024 financial year. Adjusting for the effect of the advance payments, the underlying Operating Surplus is \$1.067 million for 2022-2023, (2021-2022: \$2.182 million). Figure 1 below, shows the Operating Surplus over the last five (5) years and compares the impacts of the advance payment of Financial Assistance Grants.

FIGURE 1: OPERATING SURPLUS (DEFICIT) - \$'000



As detailed in Figure 2 below, non-rate revenues have increased (8.3%) compared to the 2021-2022 financial year, which is primarily due to the higher interest which has been received from the Local Government Finance Authority for “cash at bank”. In addition, the quantum of funds being held are higher due to the timing of expenditure on projects. During the year, the Council also recognised the ‘Local Roads & Community Infrastructure Program’ Grant as income immediately on receipt in accordance with AASB 1058.10, as advised by the Council’s Auditors, Galpins.

FIGURE 2: NON-RATE REVENUES - \$'000



The cost to deliver the Council’s continuing services (i.e. Recurrent Operating Costs) increased by 7.9% (\$3.521 million) compared to 2021-2022. Primary drivers behind this increase are:

- Depreciation, amortisation and impairment have increased by \$795,972 compared to 2021-2022, as a result of a \$15 million capitalisation of fixed assets during 2021-2022 Financial Year.
- Employee costs have increased mainly as a result of year-on-year CPI wage increase.
- Contracted services have increased due to unplanned maintenance, increase in contracted and temporary staff at the St Peters Childcare Centre & Preschool and across the organisation to cover staffing needs while recruitment is in process for vacant roles.

Partially offsetting these cost increases were the significantly lower legal costs during the financial year (saving of \$347,796 compared to 2021-2022) and provisions for doubtful debts (a saving of \$231,406 compared to 2021-2022).

In addition to the continuing services, the Council delivered eighteen (18) Operating Projects, which encompassed a number of new service initiatives and one-off activities or programs. The net gain of delivering the Operating Projects was \$101,160 as a result of State Government Grants and Contributions from other local councils (2021-2022: net cost of \$381,478).

Ownership costs, which incorporate interest paid on long term borrowings and depreciation, increased by 6.7% (\$752,000). The increase is attributed to depreciation costs on the major assets which have been capitalised in prior years offset by a reduction in interest paid.

Non-Operating Items

A Non-Operating impact from assets related activities of \$862,114 is reported for 2022-2023 (2021-2022 Non-Operating Surplus \$30,534). The Non-Operating transactions comprised of:

- Loss on Sale and Write off of Infrastructure Assets renewed as part of the Capital Works program. (\$1.502 million)
- Grant Funding received or recognised for Capital Projects including \$0.64 million
 - Cruickshank Reserve Facility Upgrade \$444,393
 - Library Book Acquisition \$105,807
 - Norwood Oval Development \$ 60,000
 - Burchell Reserve Upgrade \$ 30,000

Other Comprehensive Income

Other Comprehensive Income comprises items of income and expenses that are not recognised in the Net Surplus (Deficit) for the year, as required or permitted by other Australian Accounting Standards. Such items include the impact of changes in asset values due to revaluations. The value of Other Comprehensive Income reported in the Statement of Comprehensive Income, is a Surplus of \$49.019 million (2021-2022: \$34.457 million).

The major factor contributing to the Surplus is the indexation of the Council's Civil Infrastructure, Land and Building Assets. In line with the Council's *Asset Revaluation Policy*, independent valuations of the major long term asset classes are undertaken on a rolling five (5) year period. For the 2022-2023 financial year, an independent revaluation for Land and Building assets was undertaken by Asset Valuation & Risk Consulting.

Balance Sheet

The Net Assets of the Council at 30 June 2022, is \$586 million, an increase of \$50 million from 2021-2022. Major movements include:

a. Assets

Current Assets have decreased by \$7.558 million, predominately due to a decrease in cash held with the Local Government Financing Authority.

This was offset by an increase in Non-Current Assets of \$52.453 million, predominately due to an increase of \$51.062 million on the revaluation of the Council's fixed assets.

b. Liabilities

During 2022-2023 Financial Year, total liabilities decreased by \$5.216 million. The decrease was predominately due to the reduction in borrowing as a result of ongoing repayments and decrease in Trade and other payables as a result of reducing accrued commitments and outstanding payables.

c. Revaluations

In line with the Council's Asset Revaluation Policy, formal valuations of the major asset classes are undertaken on a rolling five (5) year period. For the 2022-2023 financial year, the Council engaged Asset Valuation & Risk Consulting to undertake the independent Land & Building Asset Valuation. For Asset Classes, not subject to an independent valuation, the carrying values of Assets Classes were reviewed and adjusted where appropriate.

The revaluation impact for each asset class is detailed in Table 1.

TABLE 2: IMPACT OF ASSET REVALUATION

Asset Class	Revaluation Increase/(Decrease) \$million	Comments
Land	41.096	Represents a 21% increase in Fair Value based on the independent Land and Building Revaluations undertaken by Asset Valuation & Risk Consulting
Buildings and Other Structures	(10.661)	Represents a 14% decrease in Fair Value based on the independent Land and Building Revaluations undertaken by Asset Valuation & Risk Consulting
Open space Assets	0.401	Represents a 2% increase in Fair Value based on the unit price assessment undertaken by Tonkin Consulting.
Road Infrastructure	8.165	Represents a 10% increase in Fair Value based on the unit price assessment undertaken by Tonkin Consulting.
Kerbing	2.612	Represents a 4% increase in Fair Value based on the unit price assessment undertaken by Tonkin Consulting.
Footpaths	0.717	Represents a 2% increase in Fair Value based on the unit price assessment undertaken by Tonkin Consulting.
Linear Park	0.079	Represents a 8% increase in Fair Value based on the unit price assessment undertaken by Tonkin Consulting.
Storm-water Drainage	6.497	Represents a 10% increase in Fair Value, based on the unit price assessment undertaken by Tonkin Consulting.
Off- Roads Carparks	0.124	Represents a 6% increase in Fair Value, based on the unit price assessment undertaken by Tonkin Consulting.
Traffic Control Assets	(0.068)	Represents a 1.47% decrease in Fair Value, based on the unit price assessment undertaken by Tonkin Consulting.
Footbridge	0.068	Represents a 6% increase in Fair Value, based on the unit price assessment undertaken by Tonkin Consulting.
Total	49.03	

Overall, the revaluation increase for the 2022-2023 financial year is \$49 million, compared to an increase of \$34 million for the 2021-2022 financial year.

Statement of Cash Flows

For the 2022-2023 Financial year, the Council is reporting a net decrease in cash and cash equivalents of \$7.076 million. The Council generated \$9.887 million from operating activities, with the funds used to complete the Council's Capital Infrastructure Works Program and the Asset Replacement Program (\$11.193million), and principal repayments (\$0.946 million) associated with the Councils borrowings.

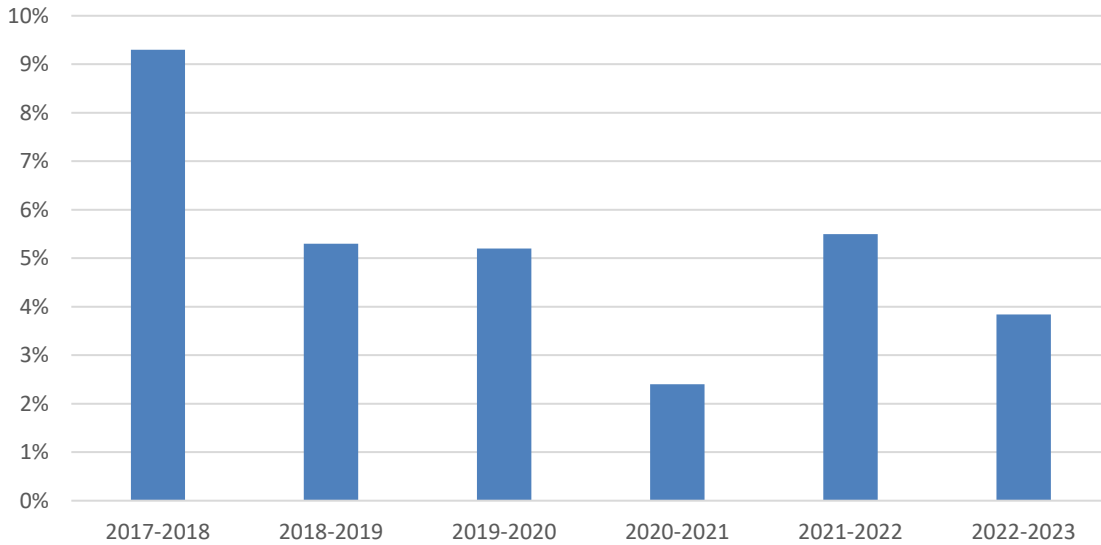
Section 126 (4) (a) of the *Local Government Act 1999*, requires that the functions of an Audit & Risk Committee are to include the review of the Annual Financial Statements to ensure that they present fairly the state of affairs of the Council. To ensure that the Audit Committee discharges its responsibilities under the Act, the following papers are provided for review.

Financial Ratios

Financial indicators represented by the following three (3) Financial Ratios:

- Operating Surplus Ratio (refer to Figure 3)
- Net Financial Liabilities Ratio (refer to Figure 4) and
- Asset Sustainability Ratio (refer to Figure 5)

FIGURE 3: OPERATING SURPLUS RATIO



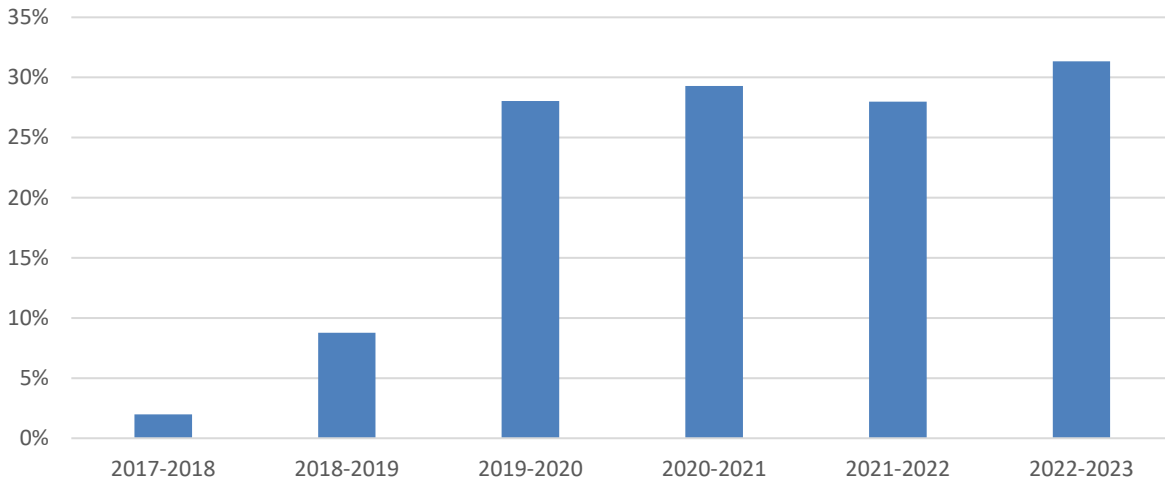
LTFP 2021-2031 Target: less than or equal to 10%

The Operating Surplus/(Deficit) Ratio expresses the Council's Operating Surplus/ (Deficit) as a percentage of Operating Revenue.

TABLE 3: FINANCIAL ASSISTANCE GRANTS ADVANCE PAYMENTS

Financial Year	Number of Quarters Advanced	Increase in Operating Surplus (Value of Advance)
2022-2023	more than 3	\$1,405,173
2021-2022	3	\$1,071,000
2020-2021	2	\$607,000
2019-2020	2	\$655,000
2018-2019	2	\$595,000
2017-2018	2	\$614,000

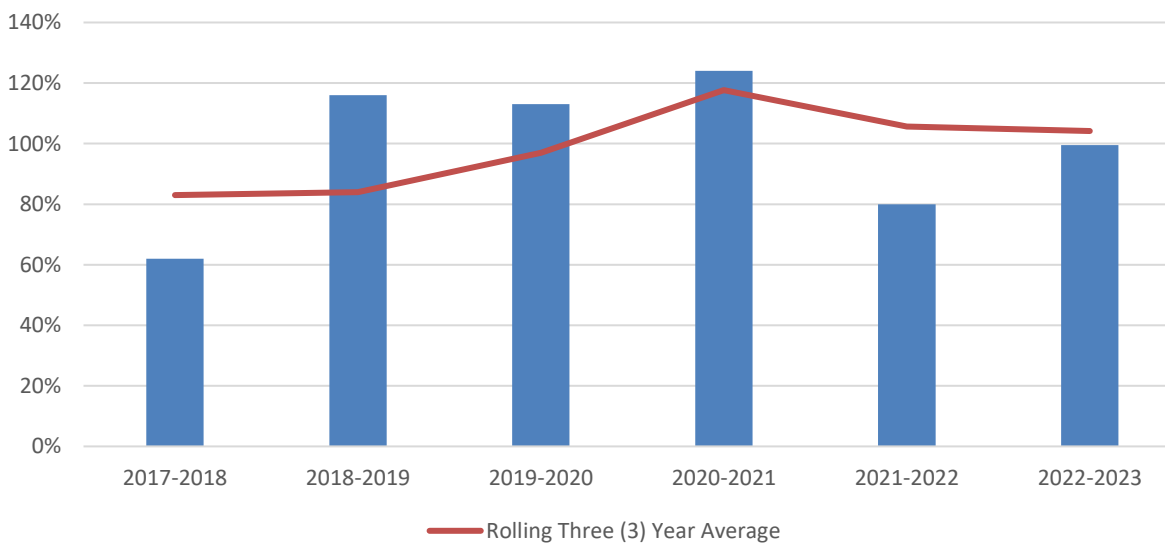
FIGURE 4: NET FINANCIAL LIABILITIES RATIO



LTFP 2021-2031 Target: less than or equal to 75%

The Net Financial Liabilities Ratio measures the extent to which the net amount owed by the Council is met by its Operating Revenue. Net Financial Liabilities are represented by Total Liabilities less Current Assets.

FIGURE 5: ASSET SUSTAINABILITY RATIO



LTFP 2021-2031 Target: between 90% and 110% on a 3 year rolling average.

The Asset Sustainability Ratio measures whether a Council is renewing or replacing existing physical assets (roads, footpaths, buildings etc.), at the same rate the stock of assets is “wearing out”. Asset Sustainability, is measured against the extent of the renewal expenditure incurred, compared to the planned renewal expenditure, as set out in the Council Asset Management Plans.

The Council’s 2021-2031 Long Term Financial Plan has set a target of between 90% and 110%, on a three (3) year rolling average. In some instances, the Council may be required to accelerate or decelerate the renewal or replacement of its existing asset base.

OPTIONS

There are no options associated with this issue.

CONCLUSION

The Council concluded the financial year with an Operating Surplus of \$1.954 million (2021-2022: \$2.645 million).

After Capital Items, which includes the impact of assets revaluations and grant funding specifically for asset upgrades or renewals and asset disposals, the Council is reporting a Net Surplus of \$50.112 million (2021-2022: \$37.072 million).

The Council's Auditors, Galpins, have completed the audit of the Council's Financial Statements and have advised that they will sign an unqualified Independent Auditors' Reports in the form prescribed, upon the Presiding Member of the Audit Committee signing the "Council Certificate of Audit Independence".

There were no significant issues raised during the audit of this year's Financial Statements which would prevent the Audit Committee recommending to the Council to adopt the 2022-2023 Financial Statement.

COMMENTS

Nil

RECOMMENDATION

That the Audit & Risk Committee recommends to the Council that:

- a. The Annual Financial Statements for the year ended 30 June 2023, as contained in Attachment A be adopted.
- b. The Annual Financial Statements for the year ended 30 June 2023, be dated 1 November 2023 and be signed on behalf of the Council by the Mayor.
- c. The Asset Revaluations as set out in Table 2 of this report, be adopted.

Attachments – Item 11.4

Attachment A

Annual Financial Statements for Year End 30 June 2023

City of Norwood Payneham & St Peters
175 The Parade, Norwood SA 5067

Telephone 8366 4555
Facsimile 8332 6338
Email townhall@npsp.sa.gov.au
Website www.npsp.sa.gov.au



City of
**Norwood
Payneham
& St Peters**

The City Of Norwood Payneham & St Peters

GENERAL PURPOSE FINANCIAL STATEMENTS
for the year ended 30 June 2023



The City Of Norwood Payneham & St Peters

General Purpose Financial Statements

for the year ended 30 June 2023

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The City Of Norwood Payneham & St Peters

General Purpose Financial Statements

for the year ended 30 June 2023

Certification of Financial Statements

We have been authorised by the Council to certify the financial statements in their final form.

In our opinion:

- the accompanying financial statements comply with the *Local Government Act 1999, Local Government (Financial Management) Regulations 2011* and Australian Accounting Standards,
- the financial statements present a true and fair view of the Council's financial position at 30 June 2023 and the results of its operations and cash flows for the financial year,
- internal controls implemented by the Council provide a reasonable assurance that the Council's financial records are complete, accurate and reliable and were effective throughout the financial year,
- the financial statements accurately reflect the Council's accounting and other records.

Mario Barone
Chief Executive Officer

dd MMMM yyyy

Robert Bria
Mayor

dd MMMM yyyy

The City Of Norwood Payneham & St Peters

Statement of Comprehensive Income

for the year ended 30 June 2023

\$	Notes	2023	2022
Income			
Rates	2a	39,973,871	37,938,230
Statutory charges	2b	2,038,822	2,002,942
User charges	2c	3,667,548	3,561,156
Grants, subsidies and contributions - capital	2g	552,577	-
Grants, subsidies and contributions - operating	2g	3,539,761	3,432,789
Investment income	2d	171,292	23,848
Reimbursements	2e	232,205	117,707
Other income	2f	620,156	730,501
Net gain - equity accounted council businesses	19(a)	49,738	122,405
Total income		50,845,970	47,929,578
Expenses			
Employee costs	3a	14,531,409	14,126,089
Materials, contracts and other expenses	3b	21,983,092	19,675,552
Depreciation, amortisation and impairment	3c	11,561,850	10,765,876
Finance costs	3d	458,233	502,398
Net loss - equity accounted council businesses	19(a)	357,104	214,176
Total expenses		48,891,688	45,284,091
Operating surplus / (deficit)		1,954,282	2,645,487
Asset disposal and fair value adjustments	4	(1,502,314)	(2,371,457)
Amounts received specifically for new or upgraded assets	2g	640,200	2,340,924
Net surplus / (deficit)		1,092,168	2,614,954
Other comprehensive income			
Changes in revaluation surplus - I,PP&E	9	49,030,971	34,462,346
Share of other comprehensive income - equity accounted council businesses	19	(11,537)	(5,125)
Total other comprehensive income		49,019,434	34,457,221
Total comprehensive income		50,111,602	37,072,175

The above Statement of Comprehensive Income should be read in conjunction with the accompanying notes.

The City Of Norwood Payneham & St Peters

Statement of Financial Position

as at 30 June 2023

\$	Notes	2023	2022
ASSETS			
Current assets			
Cash and cash equivalent assets	5a	4,317,226	11,393,311
Trade and other receivables	5b	2,193,344	2,675,026
Total current assets		<u>6,510,570</u>	<u>14,068,337</u>
Non-current assets			
Trade and other receivables	6a	103,796	113,202
Equity accounted investments in council businesses	6b	1,949,342	1,930,694
Other non-current assets	6c	5,706,735	4,323,896
Infrastructure, property, plant and equipment	7	594,770,941	543,709,984
Total non-current assets		<u>602,530,814</u>	<u>550,077,776</u>
TOTAL ASSETS		<u>609,041,384</u>	<u>564,146,113</u>
LIABILITIES			
Current liabilities			
Trade and other payables	8a	8,819,495	13,030,882
Borrowings	8b	1,097,409	1,021,493
Provisions	8c	3,871,685	3,003,511
Total current liabilities		<u>13,788,589</u>	<u>17,055,886</u>
Non-current liabilities			
Borrowings	8b	7,522,162	8,527,132
Provisions	8c	288,221	1,280,371
Liability - equity accounted council businesses	8d	952,192	904,106
Total non-current liabilities		<u>8,762,575</u>	<u>10,711,609</u>
TOTAL LIABILITIES		<u>22,551,164</u>	<u>27,767,495</u>
Net assets		<u>586,490,220</u>	<u>536,378,618</u>
EQUITY			
Accumulated surplus		63,789,286	62,708,655
Asset revaluation reserves	9	522,700,934	473,669,963
Total council equity		<u>586,490,220</u>	<u>536,378,618</u>
Total equity		<u>586,490,220</u>	<u>536,378,618</u>

The above Statement of Financial Position should be read in conjunction with the accompanying notes.

The City Of Norwood Payneham & St Peters

Statement of Changes in Equity

for the year ended 30 June 2023

\$	Notes	Accumulated surplus	Asset revaluation reserve	Total equity
2023				
Balance as at 1 July		62,708,655	473,669,963	536,378,618
Net surplus / (deficit) for year		1,092,168	–	1,092,168
Other comprehensive income				
Gain (loss) on revaluation of IPP&E	7a	–	49,030,971	49,030,971
Share of OCI - equity accounted council businesses		(11,537)	–	(11,537)
Other comprehensive income		(11,537)	49,030,971	49,019,434
Total comprehensive income		1,080,631	49,030,971	50,111,602
Balance at the end of period		63,789,286	522,700,934	586,490,220
2022				
Balance as at 1 July		60,098,826	439,207,617	499,306,443
Net surplus / (deficit) for year		2,614,954	–	2,614,954
Other comprehensive income				
Gain (loss) on revaluation of IPP&E	7a	–	34,462,346	34,462,346
Share of OCI - equity accounted council businesses		(5,125)	–	(5,125)
Other comprehensive income		(5,125)	34,462,346	34,457,221
Total comprehensive income		2,609,829	34,462,346	37,072,175
Balance at the end of period		62,708,655	473,669,963	536,378,618

The above Statement of Changes in Equity should be read in conjunction with the accompanying notes.

The City Of Norwood Payneham & St Peters

Statement of Cash Flows

for the year ended 30 June 2023

\$	Notes	2023	2022
Cash flows from operating activities			
<u>Receipts</u>			
Rates receipts		39,978,796	37,858,989
Statutory charges		2,038,822	2,009,634
User charges		3,667,548	4,592,395
Grants, subsidies and contributions		3,539,761	3,440,310
Investment receipts		171,292	23,848
Reimbursements		232,205	142,203
Other receipts		887,653	770,785
<u>Payments</u>			
Payments to employees		(15,075,367)	(15,626,687)
Payments for materials, contracts and other expenses		(25,104,883)	(17,515,000)
Finance payments		(448,056)	(156,091)
Net cash provided by (or used in) operating activities	11b	<u>9,887,771</u>	<u>15,540,386</u>
Cash flows from investing activities			
<u>Receipts</u>			
Grants utilised for capital purposes		552,577	–
Amounts received specifically for new or upgraded assets		200,846	5,785,317
Sale of Replaced Assets		256	47,869
Sale of Surplus Assets		–	1,909
Repayments of Loans by Community Groups		–	5,968
<u>Payments</u>			
Expenditure on renewal/replacement of assets		(11,193,008)	(8,937,416)
Expenditure on new/upgraded assets		(5,167,739)	(6,941,204)
Capital contributed to equity accounted Council businesses		(289,465)	(170,179)
Net cash provided (or used in) investing activities		<u>(15,896,533)</u>	<u>(10,207,736)</u>
Cash flows from financing activities			
<u>Payments</u>			
Repayments of loans		(945,921)	(1,010,167)
Repayment of lease liabilities		(99,631)	–
Repayment of bonds and deposits		(21,771)	–
Net cash provided by (or used in) financing activities		<u>(1,067,323)</u>	<u>(1,010,167)</u>
Net increase (decrease) in cash held		(7,076,085)	4,322,483
plus: cash & cash equivalents at beginning of period		11,393,311	7,070,828
Cash and cash equivalents held at end of period	11a	<u>4,317,226</u>	<u>11,393,311</u>

The above Statement of Cash Flows should be read in conjunction with the accompanying notes.

The City Of Norwood Payneham & St Peters

Notes to and forming part of the Financial Statements

for the year ended 30 June 2023

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The City Of Norwood Payneham & St Peters

Notes to and forming part of the Financial Statements

for the year ended 30 June 2023

Note 1. Summary of Significant Accounting Policies

The principal accounting policies adopted by Council in the preparation of these consolidated financial statements are set out below.

These policies have been consistently applied to all the years presented, unless otherwise stated.

(1) Basis of preparation

1.1 Compliance with Australian Accounting Standards

This general purpose financial report has been prepared on a going concern basis using the historical cost convention in accordance with Australian Accounting Standards as they apply to not-for-profit entities, other authoritative pronouncements of the Australian Accounting Standards Board, Interpretations and relevant South Australian legislation.

The financial report was authorised for issue by certificate under regulation 14 of the *Local Government (Financial Management) Regulations 2011*

1.2 Historical cost convention

Except as stated below, these financial statements have been prepared in accordance with the historical cost convention.

1.3 Critical Accounting Estimates

The preparation of financial statements in conformity with Australian Accounting Standards requires the use of certain critical accounting estimates, and requires management to exercise its judgment in applying the Council's accounting policies. The areas involving a higher degree of judgment or complexity, or areas where assumptions and estimates are significant to the financial statements are specifically referred to in the relevant sections of these Notes.

(2) The local government reporting entity

The City of Norwood Payneham & St Peters is incorporated under the South Australian Local Government Act 1999 and has its principal place of business at 175 The Parade, Norwood. These financial statements include the consolidated fund and all entities through which the Council controls resources to carry on its functions.

Trust monies and property held by the Council but subject to the control of other persons have been excluded from these reports.

(3) Income recognition

The Council recognises revenue under *AASB 1058 Income of Not-for-Profit Entities* (AASB 1058) or *AASB 15 Revenue from Contracts with Customers* (AASB 15) when appropriate.

In cases where there is an 'enforceable' contract with a customer with 'sufficiently specific' performance obligations, the transaction is accounted for under AASB 15 where income is recognised when (or as) the performance obligations are satisfied (i.e. when it transfers control of a product or service to a customer). Revenue is measured based on the consideration to which the Council expects to be entitled in a contract with a customer.

In other cases, AASB 1058 applies when Council enters into transactions where the consideration to acquire an asset is significantly less than the fair value of the asset principally to enable the entity to further its objectives. The excess of the asset recognised (at fair value) over any 'related amounts' is recognised as income immediately, except in the case where a financial asset has been received to enable the council to acquire or construct a recognisable non-financial asset that is to be controlled by the council. In this case, the council recognises the excess as a liability that is recognised over time in profit and loss when (or as) the entity satisfies its obligations under the transfer.

In recent years the payment of untied grants (financial assistance grants / local roads / supplementary grants) has varied from the annual allocation as shown in the table below:

	Cash Payment Received	Annual Allocation	Difference
2020/21	\$1,113,164	\$1,161,256	- \$48,092
2021/22	\$1,648,333	\$1,184,403	+ \$463,930
2022/23	\$1,655,338	\$1,328,532	+ \$326,806

Because these grants are untied, the Australian Accounting Standards require that payments be recognised upon receipt. Accordingly, the operating results of these periods have been distorted compared to those that would have been reported had the grants been paid in the year to which they were allocated.

The City Of Norwood Payneham & St Peters

Notes to and forming part of the Financial Statements

for the year ended 30 June 2023

Note 1. Summary of Significant Accounting Policies (continued)

The Operating Surplus Ratio disclosed in Note 15 has also been calculated after adjusting for the distortions resulting from the differences between the actual grants received and the grants entitlements allocated.

Construction contracts

Construction works undertaken by Council for third parties are generally on an agency basis where the third party reimburses Council for actual costs incurred, and usually do not extend beyond the reporting period. Reimbursements not received are recognised as receivables and reimbursements received in advance are recognised as "payments received in advance".

(4) Cash, cash equivalents and other financial instruments

Cash Assets include all amounts readily convertible to cash on hand at Council's option with an insignificant risk of changes in value with a maturity of three months or less from the date of acquisition.

Receivables for rates and annual charges are secured over the subject land, and bear interest at rates determined in accordance with the *Local Government Act 1999*. Other receivables are generally unsecured and do not bear interest.

All receivables are reviewed as at the reporting date and adequate allowance made for amounts the receipt of which is considered doubtful.

All financial instruments are recognised at fair value at the date of recognition, except for trade receivables from a contract with a customer, which are measured at the transaction price. A detailed statement of the accounting policies applied to financial instruments forms part of Note 13.

(5) Infrastructure, property, plant and equipment

5.1 Initial Recognition

All assets are initially recognised at cost. For assets acquired at no cost or for nominal consideration, cost is determined as fair value at the date of acquisition.

All assets are capitalised at 30 June of the year the asset is ready for use and the depreciation expenditure will commence from 1 July. Cost is determined as the fair value of the assets given as consideration plus costs incidental to the acquisition, including architects' fees and engineering design fees and all other costs incurred. The cost of non-current assets constructed by the Council includes the cost of all materials used in construction, direct labour on the project and an appropriate proportion of variable and fixed overhead.

Capital works still in progress at balance date are recognised as other non-current assets and transferred to Infrastructure, Property, Plant & Equipment when completed ready for use.

5.2 Materiality

Assets with an economic life in excess of one year are only capitalised where the cost of acquisition exceeds materiality thresholds established by Council for each type of asset. In determining (and in annually reviewing) such thresholds, regard is had to the nature of the asset and its estimated service life.

Materiality thresholds have been reviewed and remain as follows:

Land	\$0
Buildings & Other Structures	\$3,000
Infrastructure	\$3,000
Plant & Equipment	\$1,000
Furniture & Fittings	\$1,000
Other Assets	\$1,000

* With the exception of Land under Roads and Easements, all land will be capitalised and recorded as an asset of the Council.

5.3 Subsequent Recognition

Certain asset classes are re-valued on a regular basis such that the carrying values are not materially different from fair value. For infrastructure and other asset classes where no active market exists, fair value is determined to be the current replacement cost of an asset less, where applicable, accumulated depreciation calculated on the basis of such cost to reflect the already consumed or expired future economic benefits of the asset. Further detail of existing valuations, methods and valuers are provided in Note 7.

5.4 Depreciation of Non-Current Assets

Other than land, all infrastructure, property, plant and equipment assets recognised are systematically depreciated over their useful lives on a straight-line basis which, in the opinion of Council, best reflects the consumption of the service potential embodied in those assets.

The City Of Norwood Payneham & St Peters

Notes to and forming part of the Financial Statements

for the year ended 30 June 2023

Note 1. Summary of Significant Accounting Policies (continued)

Depreciation methods, useful lives and residual values of classes of assets are reviewed annually.

Major depreciation periods for each class of asset are listed below. Depreciation periods for infrastructure assets have been estimated based on the best information available to Council, but appropriate records covering the entire life cycle of these assets are not available, and extreme care should be used in interpreting financial information based on these estimates.

Building & Other Structures	10 to 100 years
Plant, Furniture & Equipment	3 to 20 years
Furniture & Fittings	10 to 20 years

Infrastructure

Road Seal	10 to 40 years
Road Pavement	80 to 150 years
Footpaths	15 to 50 years
Off Road Car Parks	100 years
Traffic Control	30 to 60 years
Linear Park	30 to 60 years
Kerbing	40 to 70 years
Stormwater	80 to 100 years

Open Space Assets	10 to 100 years
Other Assets - Library Books	2 to 8 years
Leasing Assets	2 to 5 years
Landscaping	5 years

Land Under Roads

The Council has elected not to recognise land under roads acquired prior to 1 July 2008 as an asset in accordance with AASB 1051 Land under Roads. Land under roads acquired after 30 June 2008 has not been recognised, as in the opinion of the Council it is not possible to reliably attribute a fair value, and further that such value if determined would be immaterial.

5.5 Impairment

Assets that are subject to depreciation are reviewed for impairment whenever events or changes in circumstances indicate that the carrying amount may not be recoverable. An impairment loss is recognised for the amount by which the asset's carrying amount exceeds its recoverable amount (which is the higher of the present value of future cash outflows or value in use).

For assets whose future economic benefits are not dependent on the ability to generate cash flows, and where the future economic benefits would be replaced if the Council were deprived thereof, the value in use is the depreciated replacement cost. In assessing impairment for these assets, a key assumption is made that the current replacement cost exceeds the original cost of acquisition.

Where an asset that has been revalued is subsequently impaired, the impairment is first offset against such amount as stands to the credit of that class of assets in Asset Revaluation Reserve, any excess being recognised as an expense.

5.6 Borrowing Costs

Borrowing costs in relation to qualifying assets (net of offsetting investment revenue) have been capitalised in accordance with AASB 123 *Borrowing Costs*. The amounts of borrowing costs recognised as an expense or as part of the carrying amount of qualifying assets are disclosed in Note 3, and the amount (if any) of interest revenue offset against borrowing costs in Note 2.

(6) Payables

6.1 Goods & Services

Creditors are amounts due to external parties for the supply of goods and services and are recognised as liabilities when the goods and services are received. Creditors are normally paid 30 days after the month of invoice. No interest is payable on these amounts.

6.2 Payments Received in Advance & Deposits

Amounts other than grants received from external parties in advance of service delivery, and security deposits held against possible damage to Council assets, are recognised as liabilities until the service is delivered or damage reinstated, or the amount is refunded as the case may be.

The City Of Norwood Payneham & St Peters

Notes to and forming part of the Financial Statements

for the year ended 30 June 2023

Note 1. Summary of Significant Accounting Policies (continued)

(7) Borrowings

Loans are carried at their principal amounts which represent the present value of future cash flows associated with servicing the debt. Interest is accrued over the period to which it relates, and is recorded as part of "Payables". Interest free loans are carried at their nominal amounts; interest revenues foregone by the lender effectively being a reduction of interest expense in the period to which it relates.

(8) Employee benefits

8.1 Salaries, Wages & Compensated Absences

Liabilities for employees' entitlements to salaries, wages and compensated absences expected to be paid or settled within 12 months of reporting date are accrued at nominal amounts (including payroll based oncosts) measured in accordance with AASB 119.

Liabilities for employee benefits not expected to be paid or settled within 12 months are measured as the present value of the estimated future cash outflows (including payroll based oncosts) to be made in respect of services provided by employees up to the reporting date. Present values are calculated using government guaranteed securities rates with similar maturity terms.

Weighted avg. discount rate 0.62% (2022, 2.71%)

Weighted avg. settlement period 1.35 years (2022, 1.33 years)

No accrual is made for sick leave as Council experience indicates that, on average, sick leave taken in each reporting period is less than the entitlement accruing in that period, and this experience is expected to recur in future reporting periods. Council does not make payment for untaken sick leave.

8.2 Superannuation

The Council makes employer superannuation contributions in respect of its employees to the Hostplus Superannuation Scheme. The Scheme has two types of membership, each of which is funded differently. Details of the accounting policies applied and Council's involvement with the schemes are reported in Note 18.

(9) Leases

The Council assesses at contract inception whether a contract is, or contains, a lease. That is, if the contract conveys the right to control the use of an identified asset for a period of time in exchange for consideration.

9.1 Council as a lessee

The Council recognises lease liabilities to make lease payments and right-of-use assets representing the right to use the underlying assets.

i) Right-of-Use-Assets

The Council recognises right-of-use assets at the commencement date of the lease. Right-of-use assets are measured at cost, less any accumulated depreciation and impairment losses, and adjusted for any remeasurement of lease liabilities. The cost of right-of-use assets includes the amount of lease liabilities recognised, initial direct costs incurred, lease payments made at or before the commencement date less any lease incentives received and the estimate of costs to be incurred to restore the leased asset. Right-of-use assets are depreciated on a straight-line basis over the shorter of the lease term and the estimated useful lives of the assets, as follows:

Plant and equipment	2 to 5 years
Property	2 to 5 years

The right-of-use assets are also subject to impairment. Refer to the accounting policies above - Impairment of non-financial assets.

ii) Lease Liabilities

At the commencement date of the lease, the Council recognises lease liabilities measured at the present value of lease payments to be made over the lease term. In calculating the present value of lease payments, the Council uses its incremental borrowing rate or the interest rate implicit in the lease.

iii) Short-term leases and leases of low-value assets

The Council applies the short-term lease recognition exemption to its short-term leases of machinery and equipment (i.e., those leases that have a lease term of 12 months or less from the commencement date). It also applies the low-value assets recognition exemption to leases of office equipment that are considered to be low value. Lease payments on short-term leases and leases of low-value assets are recognised as an expense on a straight-line basis over the lease term.

The City Of Norwood Payneham & St Peters

Notes to and forming part of the Financial Statements

for the year ended 30 June 2023

Note 1. Summary of Significant Accounting Policies (continued)

(10) Equity accounted Council businesses

Council participates in cooperative arrangements with other Councils for the provision of services and facilities. Council's interests in cooperative arrangements, which are only recognised if material, are accounted for in accordance with AASB 128 and set out in detail in Note 19.

(11) GST implications

In accordance with UIG Abstract 1031 "Accounting for the Goods & Services Tax"

- Receivables and creditors include GST receivable and payable.
- Except in relation to input taxed activities, revenues and operating expenditures exclude GST receivable and payable.
- Non-current assets and capital expenditures include GST net of any recoupment.
- Amounts included in the Statement of Cash Flows are disclosed on a gross basis.

(12) New accounting standards and UIG interpretations

Council applied for the first time certain new standards and amendments to existing standards, which are effective for annual periods beginning on or after 1 January 2022. Council has not early adopted any other standard, interpretation or amendment that has been issued but is not yet effective.

Amendments to Australian Accounting Standards – AASB 2020-3: Annual Improvement 2018-2020 and Other Amendments

Council adopted AASB 2020-3 which makes some small amendments to a number of standards including the following: AASB 1, AASB 3, AASB 9, AASB 116, AASB 137 and AASB 141.

The adoption of the amendment did not have a material impact on the financial statements.

AASB 2020-6: Amendments to Australian Accounting Standards – Classification of Liabilities as Current and Non-Current

AASB 2020-6 defers the effective date for applying the requirements added to AASB 101 in AASB 2020-1 from annual reporting periods beginning on or after 1 January 2022 to annual reporting periods beginning after 1 January 2023, with earlier application permitted.

The adoption of the amendment did not have a material impact on the financial statements.

Standards issued by the AASB not yet effective

The AASB has issued Australian Accounting Standards and Interpretations which are not effective at 30 June 2023, these standards have not been adopted by Council and will be included in the financial statements on their effective date. The following list identifies all the new and amended Australian Accounting Standards, and Interpretation, that were issued but not yet effective at the time of compiling these illustrative statements that could be applicable to Council.

Effective for annual report periods beginning on or after 1 January 2023

AASB 2022-6: Amendments to Australian Accounting Standards – Non current Liabilities with Covenants.

Effective for annual report periods beginning on or after 1 January 2024

AASB 2022-5: Amendments to Australian Accounting Standards – Lease Liability in a Sale and Leaseback

Effective for annual report periods beginning on or after 1 January 2025

AASB 2014-10: Amendments to Australian Accounting Standards – Sale or Contribution of Assets between an investor and its Associate or Joint Venture

Council has assessed the impact of new and changed Australian Accounting Standards and Interpretations not yet effective and concluded that they will not have a material in the financial statements.

(13) Comparative figures

To ensure comparability with the current reporting period's figures, some comparative period line items and amounts may have been reclassified or individually reported for the first time within these financial statements and/or the notes.

(14) Disclaimer

Nothing contained within these statements may be taken to be an admission of any liability to any person under any circumstance.

The City Of Norwood Payneham & St Peters

Notes to and forming part of the Financial Statements
for the year ended 30 June 2023

Note 2. Income

\$	2023	2022
(a) Rates		
General rates		
General rates	39,559,502	37,353,515
Less: mandatory rebates	(993,484)	(1,008,910)
Less: discretionary rebates, remissions and write-offs	(357,528)	(183,385)
Total general rates	38,208,490	36,161,220
Other rates (including service charges)		
Natural Resource Management Levy	1,384,593	1,396,733
Parade Rate	233,845	247,368
Total other rates (including service charges)	1,618,438	1,644,101
Other charges		
Penalties for late payment	146,943	132,909
Total other charges	146,943	132,909
Total rates	39,973,871	37,938,230
(b) Statutory charges		
Development Act fees	509,523	421,546
Town planning fees	14,411	103,511
Animal registration fees and fines	141,318	155,079
Parking fines / expiation fees	958,552	1,022,920
Other registration fees	275,196	135,155
Sundry	139,822	164,731
Total statutory charges	2,038,822	2,002,942
(c) User charges		
Admission charges - pools	201,544	418,470
Hall and equipment hire	790,905	526,676
Sales - general	118,227	76,787
Subsidies received on behalf of users	1,298,340	1,265,757
Sundry	140,908	162,020
Activity Program Revenues	22,594	16,531
Child Care Centre Fees	1,095,030	1,094,915
Total user charges	3,667,548	3,561,156
(d) Investment income		
Interest on investments		
- Local Government Finance Authority	171,216	23,480
- Banks and other	76	368
Total investment income	171,292	23,848

The City Of Norwood Payneham & St Peters

Notes to and forming part of the Financial Statements

for the year ended 30 June 2023

Note 2. Income (continued)

\$	2023	2022
(e) Reimbursements		
Private works	11,209	6,329
Other	220,996	111,378
Total reimbursements	232,205	117,707
(f) Other income		
Insurance and other recoupments - infrastructure, property, plant and equipment	152,215	263,760
Sundry	467,941	466,741
Total other income	620,156	730,501
(g) Grants, subsidies and contributions		
Amounts received specifically for new or upgraded assets	640,200	2,340,924
Other grants, subsidies and contributions - capital		
Untied - Local roads and community	552,577	-
Total Other grants, subsidies and contributions - capital	552,577	-
Other grants, subsidies and contributions		
Other grants, subsidies and contributions	3,539,761	3,432,789
Total grants, subsidies and contributions	4,732,538	5,773,713
The functions to which these grants relate are shown in Note 12.		
(i) Sources of grants		
Commonwealth Government	2,159,211	4,020,327
State Government	2,473,327	1,724,230
Other	100,000	29,156
Total	4,732,538	5,773,713

Note 3. Expenses

\$	Notes	2023	2022
(a) Employee costs			
Salaries and wages		11,497,079	11,695,257
Employee leave expense		1,836,894	1,186,729
Superannuation - defined contribution plan contributions	18	1,082,032	1,223,243
Superannuation - defined benefit plan contributions	18	210,997	21,279
Workers' compensation insurance		640,750	662,807
Income Protection Insurance		221,710	214,036
Less: capitalised and distributed costs		(958,053)	(877,262)
Total operating employee costs		14,531,409	14,126,089
Total number of employees (full time equivalent at end of reporting period)		167	131

The City Of Norwood Payneham & St Peters

Notes to and forming part of the Financial Statements

for the year ended 30 June 2023

Note 3. Expenses (continued)

\$	2023	2022
(b) Materials, contracts and other expenses		
(i) Prescribed expenses		
Auditor's remuneration		
- Auditing the financial reports	34,000	26,153
Elected members' expenses	338,688	335,795
Lease expense - low value assets / short term leases	84,100	132,035
Subtotal - prescribed expenses	456,788	493,983
(ii) Other materials, contracts and expenses		
Contractors	8,501,007	6,398,643
Energy	589,080	505,795
Legal expenses	411,719	759,515
Parts, accessories and consumables	1,251,285	1,097,532
Professional services	910,875	829,374
Sundry	250,977	689,341
Water	703,984	567,401
Administration Costs	1,124,379	1,005,512
Grants and Donations	81,457	177,929
Rates and Taxes	129,569	96,025
Waste Collection and Disposal	4,400,457	4,137,830
Insurance	878,299	797,473
Subscriptions and Licences	820,843	646,430
Levies Paid to Government - Landscape Levy	1,383,353	1,365,201
Levies Paid to Government - Other	89,020	107,568
Subtotal - Other material, contracts and expenses	21,526,304	19,181,569
Total materials, contracts and other expenses	21,983,092	19,675,552
(c) Depreciation, amortisation and impairment		
(i) Depreciation and amortisation		
Buildings and other structures	2,233,881	2,113,925
Infrastructure		
- Stormwater drainage	1,705,839	1,554,765
Open Space Infrastructure	1,234,176	1,078,283
Roads	2,304,224	2,116,246
Kerbing	1,275,338	1,212,494
Footpaths	1,107,152	1,074,993
Linear Parks	37,558	35,354
Off Roads Car Parks	52,278	47,854
Traffic Control	166,301	162,675
Footbridges	14,933	-
Right-of-use assets	105,203	77,473
Plant and equipment	300,274	300,231
Furniture and fittings	101,460	99,577
Other assets	923,233	892,006
Subtotal	11,561,850	10,765,876
Total depreciation, amortisation and impairment	11,561,850	10,765,876

The City Of Norwood Payneham & St Peters

Notes to and forming part of the Financial Statements

for the year ended 30 June 2023

Note 3. Expenses (continued)

\$	2023	2022
(d) Finance costs		
Interest on overdraft and short-term drawdown	106,235	156,091
Interest on loans	343,937	343,003
Interest on leases	8,061	3,304
Total finance costs	458,233	502,398

Note 4. Asset disposal and fair value adjustments

\$	2023	2022
Infrastructure, property, plant and equipment		
(i) Assets renewed or directly replaced		
Proceeds from disposal	256	47,869
Less: carrying amount of assets sold	(1,502,570)	(2,421,235)
Gain (loss) on disposal	(1,502,314)	(2,373,366)
(ii) Assets surplus to requirements		
Proceeds from disposal	–	1,909
Gain (loss) on disposal	–	1,909
Net gain (loss) on disposal or revaluation of assets	(1,502,314)	(2,371,457)

Note 5. Current assets

\$	2023	2022
(a) Cash and cash equivalent assets		
Cash on hand and at bank	777,840	1,085,760
Deposits at call	3,539,386	10,307,551
Total cash and cash equivalent assets	4,317,226	11,393,311
(b) Trade and other receivables		
Rates - general and other	1,183,465	1,178,984
Accrued revenues	–	172,253
Debtors - general	1,318,359	1,153,664
GST recoupment	155,472	366,903
Prepayments	113,274	331,940
Sundry	2,733	51,241
Subtotal	2,773,303	3,254,985
Less: provision for expected credit losses	(579,959)	(579,959)
Total trade and other receivables	2,193,344	2,675,026

The City Of Norwood Payneham & St Peters

Notes to and forming part of the Financial Statements for the year ended 30 June 2023

Note 6. Non-current assets

\$	2023	2022
(a) Trade and other receivables		
Receivables		
Council rates postponement scheme	103,796	113,202
<u>Total financial assets</u>	<u>103,796</u>	<u>113,202</u>
 (b) Equity accounted investments in council businesses		
Eastern Health Authority Inc.	19 184,390	172,504
Eastern Waste Management Authority Inc.	147,875	121,560
ERA Water Inc.	1,617,077	1,636,630
<u>Total equity accounted investments in Council businesses</u>	<u>1,949,342</u>	<u>1,930,694</u>
 (c) Other non-current assets		
Capital work in progress	5,706,735	4,323,896
<u>Total other non-current assets</u>	<u>5,706,735</u>	<u>4,323,896</u>

The City Of Norwood Payneham & St Peters

Notes to and forming part of the Financial Statements
for the year ended 30 June 2023

Note 7. Infrastructure, property, plant & equipment and investment property

Infrastructure, property, plant and equipment

\$	Fair Value Level	as at 30/06/22					Asset movements during the reporting period						as at 30/06/23					
		At Fair Value	At Cost	Accumulated Depreciation	Accumulated Impairment	Carrying amount	Asset Additions New / Upgrade	Asset Additions Renewals	WDV of Asset Disposals	Depreciation Expense (Note 3c)	Adjustments & Transfers	Revaluation Decrements to Equity (ARR) (Note 9)	Revaluation Increments to Equity (ARR) (Note 9)	At Fair Value	At Cost	Accumulated Depreciation	Accumulated Impairment	Carrying amount
Land	3	195,775,648	18,369	–	–	195,794,017	–	–	–	–	–	41,095,987	236,889,999	–	–	–	–	236,889,999
Buildings and other structures	3	153,923,648	457,619	(77,366,196)	–	77,015,071	2,052,107	513,033	–	(2,233,881)	–	(10,660,859)	162,132,000	228,301	(95,674,827)	–	–	66,685,474
Infrastructure	3	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–
- Stormwater drainage	3	140,495,611	1,762,483	(74,229,156)	–	68,028,938	750,379	–	–	(1,705,839)	(1,165,698)	6,496,581	155,057,008	750,379	(83,403,026)	–	–	72,404,361
- Open Space Infrastructure	3	28,834,513	3,358,708	(12,801,036)	–	19,392,185	1,213,081	4,942	(938)	(1,234,176)	–	400,636	33,325,425	1,218,024	(14,767,719)	–	–	19,775,730
- Roads	3	137,443,583	4,281,235	(58,378,956)	–	83,345,862	–	3,899,990	(376,276)	(2,304,224)	–	8,165,065	152,974,078	3,899,990	(64,143,651)	–	–	92,730,417
- Kerbing	3	83,384,157	1,934,025	(27,069,078)	–	58,249,104	–	2,265,088	(682,457)	(1,275,338)	–	2,611,928	88,256,057	2,265,088	(29,352,820)	–	–	61,168,325
- Footpaths	3	52,943,011	972,773	(25,694,381)	–	28,221,403	–	2,163,951	(372,402)	(1,107,152)	–	717,297	54,531,936	2,163,951	(27,072,789)	–	–	29,623,098
- Linear Parks	3	1,455,686	–	(474,499)	–	981,187	–	–	–	(37,558)	–	79,728	1,572,859	–	(549,502)	–	–	1,023,357
- Off Street Car Parks	3	2,889,064	153,428	(807,421)	–	2,235,071	–	–	–	(52,278)	–	124,274	3,228,527	–	(921,460)	–	–	2,307,067
- Traffic Control	3	7,402,063	376,757	(3,410,483)	–	4,368,337	–	455,091	(68,946)	(166,301)	–	(67,670)	7,365,206	455,091	(3,299,788)	–	–	4,520,509
- Footbridges	3	–	–	–	–	–	–	–	–	(14,933)	1,165,698	68,004	1,498,393	–	(279,624)	–	–	1,218,769
Right-of-use assets		472,459	–	(317,115)	–	155,344	–	116,497	–	(105,203)	–	–	588,957	–	(422,318)	–	–	166,639
Plant and equipment		–	7,214,820	(5,461,352)	–	1,753,468	21,488	393,812	(1,551)	(300,274)	–	–	–	7,618,154	(5,751,211)	–	–	1,866,943
Furniture and fittings		–	2,709,018	(2,117,753)	–	591,265	–	10,493	–	(101,460)	–	–	–	2,719,510	(2,219,214)	–	–	500,296
Other assets	3	3,607,783	4,267,631	(4,296,682)	–	3,578,732	1,047,109	187,349	–	(923,233)	–	–	3,607,783	5,498,879	(5,216,705)	–	–	3,889,957
Total infrastructure, property, plant and equipment		808,627,226	27,506,866	(292,424,108)	–	543,709,984	5,084,164	10,010,246	(1,502,570)	(11,561,850)	–	(10,728,529)	59,759,500	901,028,228	26,817,367	(333,074,654)	–	594,770,941
Comparatives		739,942,617	42,430,420	(274,468,640)	–	507,904,397	5,386,065	9,144,287	(2,421,235)	(10,765,876)	–	–	34,462,346	808,627,226	27,506,866	(292,424,108)	–	543,709,984

The City Of Norwood Payneham & St Peters

Notes to and forming part of the Financial Statements

for the year ended 30 June 2023

Note 7. Infrastructure, property, plant & equipment and investment property (continued)

Valuation of infrastructure, property, plant & equipment and investment property

Valuation of assets

The fair value of assets and liabilities must be estimated in accordance with various Accounting Standards for either recognition and measurement requirements or for disclosure purposes.

AASB 13 Fair Value Measurement requires all assets and liabilities measured at fair value to be assigned to a "level" in the fair value hierarchy as follows:

Level 1: Unadjusted quoted prices in active markets for identical assets or liabilities that the entity can access at the measurement date.

Level 2: Inputs other than quoted prices included within Level 1 that are observable for the asset or liability, either directly or indirectly.

Level 3: Inputs for the asset or liability that are not based on observable market data (unobservable inputs).

Refer to Note 7(a) for the disclosure of the Fair Value Levels of Infrastructure, Property, Plant and Equipment Assets.

Information on valuations

Fair value hierarchy level 2 valuations - Certain land, and the buildings and structures thereon, are shown above as being based on fair value hierarchy level 2 valuation inputs. They are based on prices for similar assets in an active market, with directly or indirectly observable adjustments for specific advantages or disadvantages attaching to the particular asset.

Fair value hierarchy level 3 valuations of land - Valuations of Crown land, community land and land subject to other restrictions on use or disposal, shown above as being based on fair value hierarchy level 3 valuation inputs, are based on prices for similar assets in an active market, but include adjustments for specific advantages or disadvantages attaching to the particular asset that are not directly or indirectly observable in that market, or the number and / or amount of observable adjustments of which are so great that the valuation is more fairly described as being based on level 3 valuation inputs.

Fair value hierarchy level 3 valuations of buildings, infrastructure and other assets - There is no known market for buildings, infrastructure and other assets. These assets are valued at depreciated current replacement cost. This method involves:

- The determination of the cost to construct the asset (or its modern engineering equivalent) using current prices for materials and labour, the quantities of each being estimated based on recent experience of this or similar Councils, or on industry construction guides where these are more appropriate.
- The calculation of the depreciation that would have accumulated since original construction using current estimates of residual value and useful life under the prime cost depreciation method adopted by Council.

This method has significant inherent uncertainties, relying on estimates of quantities of materials and labour, residual values and useful lives, and the possibility of changes in prices for materials and labour, and the potential for development of more efficient construction techniques. Accordingly, formal sensitivity analysis does not provide useful information.

Transfers between fair value hierarchy levels

In the course of revaluing (name the asset classes), the nature of the inputs applied was reviewed in detail for each asset and where necessary, the asset reassigned to the appropriate fair value hierarchy level. Such transfers take effect as at the date of the revaluation.

Other information

At 1 July 2004 upon the transition to AIFRS, Council elected pursuant to *AASB 1.D5* to retain a previously established deemed cost under GAAP as its deemed cost. With subsequent addition at cost, this remains as the basis of recognition of non-material asset classes.

Upon revaluation, the current new replacement cost and accumulated depreciation are re-stated such that the difference represents the fair value of the asset determined in accordance with *AASB 13 Fair Value Measurement*: accumulated depreciation is taken to be the difference between current new replacement cost and fair value. In the case of land, current replacement cost is taken to be the fair value.

Highest and best use

All of Council's non financial assets are considered as being utilised for their highest and best use.

Highest and best use - For land which Council has an unfettered right to sell, the "highest and best use" recognises the possibility of the demolition or substantial modification of some or all of the existing buildings and structures affixed to the land. Much of the land under Council's care and control is Crown land or has been declared as community land under the provisions of the Local Government Act 1999. Other types of restrictions also exist.

For land subject to these restrictions, the highest and best use is taken to be the "highest and best use" available to Council, with a rebuttable presumption that the current use is the "highest and best use". The reason for the current use of a large proportion of Council's assets being other than the "highest and best use" relates to Council's principal role as the provider of services to the community, rather than the use of those assets for the generation of revenue.

The City Of Norwood Payneham & St Peters

Notes to and forming part of the Financial Statements

for the year ended 30 June 2023

Note 7. Infrastructure, property, plant & equipment and investment property (continued)

For buildings and other structures on and in the land, including infrastructure, "highest and best use" is determined in accordance with the land on and in which they are situated.

Transition to AASB 13 - Fair Value Measurement

Land & Buildings

Land and Buildings assets are independently valued every five (5) years. An independent valuation of the Council's Land and Buildings was undertaken in the 2022-2023 Financial Year by AVR Consulting based on fair values of the assets as at 30 June 2023.

As the result of revaluation, all of the Council's land assets are classified at the fair value hierarchy level 3 and all of the Council's building and other structure assets are classified at the fair value hierarchy level 3.

AVR Consulting adopted a market approach to valuation of the land assets using level two inputs and level three inputs where unobservable inputs have been required and a cost-based approach for the valuation of the building assets and relied upon level 3 inputs.

The Council being of the opinion that it is not possible to attribute a value sufficiently reliably to qualify for recognition; land under roads has not been recognised in these reports.

Open Space Assets

The Councils open space assets were independently condition assessed by Tonkin Consulting as at 1 July 2021 and yet finalised. The basis of valuation adopted was written down replacement cost. All acquisitions made after the respective dates of valuation are recorded at cost. Accordingly, total replacement value, total economic working life and residual economic working life were reliably established for each asset. In the interim years, the Council annually assesses and where appropriate revises unit costs based on the independent assessment of those rates. The last review of the unit costs was undertaken as at 1 July 2022.

Road Infrastructure (Roads, Kerbing & Footpaths)

Road Infrastructure assets are independently condition assessed every five (5) years. An independent condition assessment was undertaken as at 1 July 2018 by Tonkin Consulting. In the interim years, the Council annually assesses and where appropriate revises unit costs based on the independent assessment of those rates. The last review of the unit costs was undertaken as at 1 July 2022.

The basis of valuation is written down current replacement cost. All acquisitions made after the respective dates of valuation are recorded at cost.

Linear Park

Linear Park assets are independently condition assessed every five (5) years. An independent condition assessment was undertaken as at 1 July 2018 by Tonkin Consulting. In the interim years, the Council annually assesses and where appropriate revises unit costs based on the independent assessment of those rates. The last review of the unit costs was undertaken as at 1 July 2022.

The basis of valuation is written down current replacement cost. All acquisitions made after the respective dates of valuation are recorded at cost.

Stormwater Drainage

Stormwater Drainage assets are independently condition assessed every five (5) years. An independent condition assessment was undertaken as at 1 July 2020 by Tonkin Consulting. In the interim years, the Council annually assesses and where appropriate revises unit costs based on the independent assessment of those rates. The last review of the unit costs was undertaken as at 1 July 2022.

The basis of valuation is written down current replacement cost. All acquisitions made after the respective dates of valuation are recorded at cost.

Off Roads Car Parks

Off Roads Carparks assets are independently condition assessed every five (5) years. An independent condition assessment was undertaken as at 1 July 2018 by Tonkin Consulting. In the interim years, the Council annually assesses and where appropriate revises unit costs based on the independent assessment of those rates. The last review of the unit costs was undertaken as at 1 July 2022.

The basis of valuation is written down current replacement cost. All acquisitions made after the respective dates of valuation are recorded at cost.

Traffic Control Devices

Traffic Control Devices assets are independently condition assessed every five (5) years. An independent condition assessment was undertaken as at 1 July 2018 by Tonkin Consulting. In the interim years, the Council annually assesses and where appropriate revises unit costs based on the independent assessment of those rates. The last review of the unit costs was undertaken as at 1 July 2022.

The basis of valuation is written down current replacement cost. All acquisitions made after the respective dates of valuation are recorded at cost.

Plant, Furniture & Equipment

The City Of Norwood Payneham & St Peters

Notes to and forming part of the Financial Statements

for the year ended 30 June 2023

Note 7. Infrastructure, property, plant & equipment and investment property (continued)

These assets are recognised on the cost less subsequent accumulated depreciation and impairment costs.

Library Books & Materials

These assets are recognised on the cost less subsequent accumulated depreciation.

Right of Use Assets

The Council recognises right-of-use assets at the commencement date of the lease. Right-of-use assets are measured at cost, less any accumulated depreciation and impairment losses, and adjusted for any re-measurement of lease liabilities. The council uses the modified retrospective method to calculate the leased related balance. Lease liabilities were recognised based on the present value of the remaining lease payments, discounted using the incremental borrowing rate at the date of initial application.

The City Of Norwood Payneham & St Peters

Notes to and forming part of the Financial Statements
for the year ended 30 June 2023

Note 8. Liabilities

\$	2023 Current	2023 Non Current	2022 Current	2022 Non Current
(a) Trade and other payables				
Goods and services	1,347,682	–	3,613,544	–
Payments received in advance	4,917,855	–	5,357,209	–
Accrued expenses - employee entitlements	69,062	–	489,044	–
Accrued expenses - finance costs	89,733	–	79,556	–
Accrued expenses - other	1,853,802	–	3,025,349	–
Deposits, retentions and bonds	68,562	–	90,333	–
St Peters RSL Trust	44,003	–	42,703	–
Future Open Space Trust Fund	411,227	–	315,575	–
New Tree Legislation Rund	17,569	–	17,569	–
<u>Total trade and other payables</u>	<u>8,819,495</u>	<u>–</u>	<u>13,030,882</u>	<u>–</u>
(b) Borrowings				
Loans	988,781	7,457,115	945,921	8,445,896
Lease liabilities	108,628	65,047	75,572	81,236
<u>Total Borrowings</u>	<u>1,097,409</u>	<u>7,522,162</u>	<u>1,021,493</u>	<u>8,527,132</u>
(c) Provisions				
Employee entitlements (including oncosts)	3,871,685	288,221	3,003,511	1,280,371
<u>Total provisions</u>	<u>3,871,685</u>	<u>288,221</u>	<u>3,003,511</u>	<u>1,280,371</u>
(d) Liability accounted investments in Council businesses				
Highbury Landfill Authority Inc.	–	952,192	–	904,106
<u>Total liability accounted investments in Council businesses</u>	<u>–</u>	<u>952,192</u>	<u>–</u>	<u>904,106</u>

The City Of Norwood Payneham & St Peters

Notes to and forming part of the Financial Statements

for the year ended 30 June 2023

Note 9. Reserves

\$	as at 30/06/22		Transfers	Impairments	as at 30/06/23	
	Opening Balance	Increments (Decrements)			Closing Balance	
Asset revaluation reserve						
Land	177,482,994	41,095,987	–	–	218,578,981	
Buildings and other structures	75,630,528	(10,660,859)	–	–	64,969,669	
Infrastructure						
Stormwater Drainage	44,541,009	6,496,581	–	–	51,037,590	
Roads	70,446,738	8,165,065	–	–	78,611,803	
Kerbing	64,009,968	2,611,928	–	–	66,621,896	
Footpaths	29,996,826	717,297	–	–	30,714,123	
Open Space Infrastructure	7,262,534	400,636	–	–	7,663,170	
Traffic Control	1,990,621	(67,670)	–	–	1,922,951	
Off Roads Car Parks	1,699,126	124,274	–	–	1,823,400	
Linear Parks	(22,959)	79,728	–	–	56,769	
Footbridges	–	68,004	–	–	68,004	
Other assets	632,578	–	–	–	632,578	
Total asset revaluation reserve	473,669,963	49,030,971	–	–	522,700,934	
Comparatives	439,207,617	34,462,346	–	–	473,669,963	

Purposes of reserves

Asset revaluation reserves

The asset revaluation reserve is used to record increments and decrements arising from changes in fair value of non current assets (less any subsequent impairment losses, where applicable).

Note 10. Assets subject to restrictions

\$	2023	2022
The uses of the following assets are restricted, wholly or partially, by legislation or other externally imposed requirements. The assets are required to be utilised for the purposes for which control was transferred to Council, or for which the revenues were originally obtained.		
Cash and financial assets		
Deposits at Call	541,861	466,180
Total cash and financial assets	541,861	466,180
Total assets subject to externally imposed restrictions	541,861	466,180
The following liabilities, included in Note 8, may be discharged from restricted assets in the first instance:		
Future Open Space Trust Fund	411,227	315,575
Deposits and Bonds held by Council	44,003	42,703
St Peter RSL Trust Funds	17,569	17,569
New Tree Legislation Fund	69,062	90,333
Total	541,861	466,180

The City Of Norwood Payneham & St Peters

Notes to and forming part of the Financial Statements

for the year ended 30 June 2023

Note 11. Reconciliation to Statement of Cash Flows

\$	Notes	2023	2022
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(a) Reconciliation of cash

Cash assets comprise highly liquid investments with short periods to maturity subject to insignificant risk of changes of value. Cash at the end of the reporting period as shown in the Statement of Cash Flows is reconciled to the related items in the Statement of Financial Position as follows:

Total cash and equivalent assets	5	4,317,226	11,393,311
Balances per Statement of Cash Flows		<u>4,317,226</u>	<u>11,393,311</u>

(b) Reconciliation of change in net assets to cash from operating activities

Net surplus/(deficit)		1,092,168	2,614,954
Non-cash items in income statements			
Depreciation, amortisation and impairment		11,561,850	10,765,876
Equity movements in equity accounted investments (increase)/decrease		307,366	91,771
Grants for capital acquisitions treated as investing activity		(1,192,777)	(5,785,317)
Net (gain)/loss on disposals		1,502,314	2,421,234
Net (increase) decrease in Non-Current Council Rates Postponement Scheme		(9,406)	(9,158)
		<u>13,261,515</u>	<u>10,099,360</u>
Add (less): changes in net current assets			
Net (increase)/decrease in receivables		930,442	786,922
Net increase/(decrease) in trade and other payables		(4,180,210)	4,924,525
Net increase/(decrease) in unpaid employee benefits		(123,976)	(270,421)
Net cash provided by (or used in) operations		<u>9,887,771</u>	<u>15,540,386</u>

(c) Financing arrangements

Unrestricted access was available at balance date to the following lines of credit:

Corporate credit cards		75,000	35,000
Cash advance facilities		10,500,000	10,500,000

The City Of Norwood Payneham & St Peters

Notes to and forming part of the Financial Statements

for the year ended 30 June 2023

Note 12(a). Functions

Income, Expenses and Assets have been directly attributed to the following Functions / Activities.
Details of these Functions/Activities are provided in Note 12(b).

	INCOME		EXPENSES		OPERATING SURPLUS (DEFICIT)		GRANTS INCLUDED IN INCOME		TOTAL ASSETS HELD (CURRENT AND NON-CURRENT)	
	2023	2022	2023	2022	2023	2022	2023	2022	2023	2022
Functions/Activities										
Culture	688,160	364,730	2,804,071	2,387,746	(2,115,911)	(2,023,016)	138,298	248,141	12,442,314	12,026,087
Economic Development	206,076	221,617	972,084	1,238,603	(766,008)	(1,016,986)	–	–	1,131,587	23,991
Environment	1,045,557	569,217	8,507,812	7,606,793	(7,462,255)	(7,037,576)	974,875	2,088,835	77,502,026	74,838,507
Recreation	367,476	586,993	3,707,095	3,263,404	(3,339,619)	(2,676,411)	10,000	6,000	249,203,004	221,181,298
Regulatory Services	1,930,663	1,882,724	3,328,436	3,110,061	(1,397,773)	(1,227,337)	–	–	461,228	985,529
Transport & Communication	40,000	–	1,219,399	1,082,121	(1,179,399)	(1,082,121)	40,000	475,257	193,719,033	177,773,841
Plant Hire/Depot Indirect	48,140	32,676	819,209	858,660	(771,069)	(825,984)	–	–	2,791,119	2,979,014
Council Administration	42,494,678	40,212,720	21,289,460	20,379,199	21,205,218	19,833,521	1,831,511	1,826,706	36,728,001	42,707,219
Other	–	–	297,647	–	(297,647)	–	(552,577)	(2,311,767)	930,935	–
Community Services	3,975,483	3,936,495	5,887,017	5,143,627	(1,911,534)	(1,207,132)	1,097,654	1,099,617	34,132,137	31,630,627
Total Functions/Activities	50,796,233	47,807,172	48,832,230	45,070,214	1,964,003	2,736,958	3,539,761	3,432,789	609,041,384	564,146,113

Revenues and expenses exclude net gain (loss) on disposal or revaluation of assets, amounts received specifically for new or upgraded assets and physical resources received free of charge.

The City Of Norwood Payneham & St Peters

Notes to and forming part of the Financial Statements

for the year ended 30 June 2023

Note 12(b). Components of functions

The activities relating to Council functions are as follows:

Business undertakings

Private Works

Community services

Public Order and Safety, Crime Prevention, Emergency Services, Other Fire Protection, Other Public Order and Safety, Health Services, Pest Control – Health, Immunisation, Preventive Health Services, Other Health Services, Community Support, Elderly Citizens Facilities, Home Assistance Scheme, Other Services for the Aged and Disabled, Child Care Centres, Children and Youth Services, Community Assistance, Community Transport, Family and Neighbourhood Support, Other Community Support, Community Amenities, Bus Shelters, Public Conveniences, Car Parking – non-fee-paying, Telecommunications Networks, and Other Community Amenities.

Culture

Library Services, Mobile Libraries and Housebound Services, Static Libraries, Other Library Services, Cultural Services, Cultural Venues, Heritage and Other Cultural Services.

Economic development

Employment Creation Programs, Regional Development, Support to Local Businesses, Tourism, and Other Economic Development.

Environment

Waste Management, Domestic Waste, Green Waste, Recycling, Transfer Stations, Waste Disposal Facility, Other Waste Management, Other Environment, Stormwater and Drainage, Street Cleaning, Street Lighting, Street scaping, Natural Resource Management Levy, and Other Environment.

Recreation

Parks and Gardens, Sports Facilities – Indoor, Sports Facilities – Outdoor, Swimming Centres – Outdoor, and Other Recreation.

Regulatory services

Dog and Cat Control, Building Control, Town Planning, Clean Air/Pollution Control, Litter Control, Health Inspection, Parking Control, and Other Regulatory Services.

Transport

Bridges, Footpaths and Kerbing, Roads – sealed, Roads – formed, Roads – natural formed, Traffic Management, Local Government Grants Commission – roads (formula funded), and Other Transport.

Council administration

Governance, Administration, Elected Members, Organisational, Support Services, Accounting/Finance, Payroll, Human Resources, Information Technology, Communication, Rates Administration, Records, Property, Contract Management, Customer Service, Other Support Services, Revenues, Local Government Grants Commission – General Purpose, and Separate and Special Rates.

Note 13. Financial instruments

Recognised financial instruments

Bank, deposits at call, short term deposits

Accounting Policy:

Initially recognised at fair value and subsequently measured at amortised cost; interest is recognised when earned.

Terms & Conditions:

Deposits are returning fixed interest rates between 1.05% and 4.30% (2022: 0.30% and 0.74%).

Carrying Amount:

Approximates fair value due to the short term to maturity.

The City Of Norwood Payneham & St Peters

Notes to and forming part of the Financial Statements

for the year ended 30 June 2023

Note 13. Financial instruments (continued)

Receivables - rates and associated charges

Accounting Policy:

Initially recognised at fair value and subsequently measured at amortised cost. An impairment provision is recognised using the expected credit loss method.

Terms & Conditions:

Secured over the subject land, arrears attract interest of 9.05% (2022: 5.80%). Council is not materially exposed to any individual debtor, credit risk exposure is concentrated within the Council's boundaries in the State.

Carrying Amount:

Approximates fair value (after deduction of any allowance).

Receivables - fees and other charges

Accounting policy:

Initially recognised at fair value and subsequently measured at amortised cost. An impairment provision is recognised using the expected credit loss method.

Terms and conditions:

Unsecured, and do not bear interest. Council is not materially exposed to any individual debtor, credit risk exposure is concentrated within the Council's boundaries.

Carrying amount:

Approximates fair value (after deduction of any allowance).

Receivables - other levels of government

Accounting policy:

Initially recognised at fair value and subsequently measured at amortised cost. An impairment provision is recognised using the expected credit loss method.

Terms and conditions:

Amounts due have been calculated in accordance with the terms and conditions of the respective programs following advice of approvals, and do not bear interest. All amounts are due by Departments and Agencies of State and Federal Governments.

Carrying amount:

Approximates fair value.

Liabilities - creditors and accruals

Accounting policy:

Liabilities are recognised for amounts to be paid in the future for goods and services received, whether or not billed to the Council.

Terms and conditions:

Liabilities are normally settled on 30 day terms.

Carrying amount:

Approximates fair value.

Liabilities - interest bearing borrowings

Accounting Policy:

Initially recognised at fair value and subsequently at amortised cost using the effective interest rate.

Terms & Conditions:

Terms & conditions: secured over future revenues, borrowings are for a fixed term ranging from between 15 years to 20 years; interest is charged at fixed (or variable - describe) rates between 2.40% and 6.10% (2022: 2.40% and 6.77%).

Carrying Amount:

Approximates fair value.

The City Of Norwood Payneham & St Peters

Notes to and forming part of the Financial Statements

for the year ended 30 June 2023

Note 13. Financial instruments (continued)

Liabilities - leases

Accounting policy:

Accounted for in accordance with AASB 16 as stated in Note 17.

\$	Due < 1 year	Due > 1 year and ≤ 5 years	Due > 5 years	Total Contractual Cash Flows	Carrying Values
Financial assets and liabilities					
2023					
Financial assets					
Cash and cash equivalents	4,317,226	–	–	4,317,226	4,317,226
Receivables	2,080,070	–	–	2,080,070	2,080,070
Other financial assets	–	103,746	–	103,746	103,746
Total financial assets	6,397,296	103,746	–	6,501,042	6,501,042
Financial liabilities					
Payables	3,832,578	–	–	3,832,578	3,832,578
Current borrowings	1,279,681	–	–	1,279,681	988,781
Non-current borrowings	–	4,406,420	4,166,861	8,573,281	7,457,115
Lease liabilities	–	–	–	–	–
Total financial liabilities	5,112,259	4,406,420	4,166,861	13,685,540	12,278,474
Total financial assets and liabilities	11,509,555	4,510,166	4,166,861	20,186,582	18,779,516
2022					
Financial assets					
Cash and cash equivalents	11,393,312	–	–	11,393,312	11,393,312
Receivables	1,379,270	–	–	1,379,270	1,379,270
Other financial assets	(2,112)	–	–	(2,112)	(2,112)
Total financial assets	12,770,470	–	–	12,770,470	12,770,470
Financial liabilities					
Payables	3,003,511	1,029,687	250,684	4,283,882	4,283,882
Current borrowings	1,279,681	–	–	1,279,681	945,921
Non-current borrowings	–	5,118,725	4,734,238	9,852,963	8,445,896
Lease liabilities	75,572	81,236	–	156,808	156,808
Total financial liabilities	4,358,764	6,229,648	4,984,922	15,573,334	13,832,507
Total financial assets and liabilities	17,129,234	6,229,648	4,984,922	28,343,804	26,602,977

The following interest rates were applicable to Council's borrowings at balance date:

\$	2023		2022	
	Weighted Avg Interest Rate	Carrying Value	Weighted Avg Interest Rate	Carrying Value
Fixed interest rates	4.77%	8,619,571	3.67%	9,391,818
		8,619,571		9,391,818

Net fair value

All carrying values approximate fair value for all recognised financial instruments. There is no recognised market for the financial assets of the Council.

The City Of Norwood Payneham & St Peters

Notes to and forming part of the Financial Statements

for the year ended 30 June 2023

Note 13. Financial instruments (continued)

Risk exposures

Credit Risk represents the loss that would be recognised if counterparties fail to perform as contracted. The maximum credit risk on financial assets of the Council is the carrying amount, net of any impairment. All Council investments are made with the SA Local Government Finance Authority and are guaranteed by the SA Government. Except as detailed in Notes 5 and 6 in relation to individual classes of receivables, exposure is concentrated within the Council's boundaries, and there is no material exposure to any individual debtor.

Market Risk is the risk that fair values of financial assets will fluctuate as a result of changes in market prices. All of Council's financial assets are denominated in Australian dollars and are not traded on any market, and hence neither market risk nor **currency risk** apply.

Liquidity Risk is the risk that Council will encounter difficulty in meeting obligations with financial liabilities. In accordance with the model Treasury Management Policy (LGA Information Paper 15), liabilities have a range of maturity dates. Council also has available a range of bank overdraft and standby borrowing facilities that it can access.

Interest Rate Risk is the risk that future cash flows will fluctuate because of changes in market interest rates. Council has a balance of both fixed and variable interest rate borrowings and investments. Cash flow fluctuations are managed holistically in seeking to minimise interest costs over the longer term in a risk averse manner.

Note 14. Capital Expenditure Commitments

\$	2023	2022
Capital commitments		
Capital expenditure committed for at the reporting date but not recognised in the financial statements as liabilities:		
Infrastructure	268,100	–
Road & Footpath	2,770,011	304,937
Open Space	2,865,926	–
	<u>5,904,037</u>	<u>304,937</u>
These expenditures are payable:		
Not later than one year	5,904,037	304,937
	<u>5,904,037</u>	<u>304,937</u>

The City Of Norwood Payneham & St Peters

Notes to and forming part of the Financial Statements for the year ended 30 June 2023

Note 15. Financial indicators

\$	Amounts 2023	Indicator 2023	Indicators 2022 2021	
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These Financial Indicators have been calculated in accordance with Information paper 9 - Local Government Financial Indicators prepared as part of the LGA Financial Sustainability Program for the Local Government Association of South Australia.

1. Operating Surplus Ratio

Operating surplus	<u>1,954,282</u>	3.8%	5.5%	2.4%
Total operating income	<u>50,845,970</u>			

This ratio expresses the operating surplus as a percentage of total operating revenue.

Adjusted Operating Surplus Ratio

Operating surplus	<u>1,620,136</u>	3.2%	4.6%	2.5%
Total operating income	<u>50,511,824</u>			

2. Net Financial Liabilities Ratio

Net financial liabilities	<u>14,984,606</u>	29%	28%	29%
Total operating income	<u>50,845,970</u>			

Net Financial Liabilities are defined as total liabilities less financial assets (excluding equity accounted investments in Council businesses). These are expressed as a percentage of total operating revenue.

Adjusted Net Financial Liabilities Ratio

Net financial liabilities	<u>16,389,779</u>	32%	28%	0%
Total operating income	<u>50,511,824</u>			

Adjustments to Ratios

In recent years the Federal Government has made advance payments prior to 30th June from future year allocations of financial assistance grants, as explained in Note 1. These Adjusted Ratios correct for the resulting distortion in key ratios for each year and provide a more accurate basis for comparison.

3. Asset Renewal Funding Ratio

Asset renewals	<u>11,193,008</u>	99%	80%	124%
Infrastructure and Asset Management Plan required expenditure	<u>11,249,643</u>			

Asset renewals expenditure is defined as capital expenditure on the renewal and replacement of existing assets relative to the optimal level planned, and excludes new capital expenditure on the acquisition of additional assets.

The City Of Norwood Payneham & St Peters

Notes to and forming part of the Financial Statements for the year ended 30 June 2023

Note 16. Uniform presentation of finances

\$	2023	2022
The following is a high level summary of both operating and capital investment activities of the Council prepared on a simplified Uniform Presentation Framework basis.		
All Councils in South Australia have agreed to summarise annual budgets and long-term financial plans on the same basis.		
The arrangements ensure that all Councils provide a common 'core' of financial information, which enables meaningful comparisons of each Council's finances.		
Income		
Rates	39,973,871	37,938,230
Statutory charges	2,038,822	2,002,942
User charges	3,667,548	3,561,156
Grants, subsidies and contributions - capital	552,577	-
Grants, subsidies and contributions - operating	3,539,761	3,432,789
Investment income	171,292	23,848
Reimbursements	232,205	117,707
Other income	620,156	730,501
Net gain - equity accounted council businesses	49,738	122,405
Total Income	50,845,970	47,929,578
Expenses		
Employee costs	14,531,409	14,126,089
Materials, contracts and other expenses	21,983,092	19,675,552
Depreciation, amortisation and impairment	11,561,850	10,765,876
Finance costs	458,233	502,398
Net loss - equity accounted council businesses	357,104	214,176
Total Expenses	48,891,688	45,284,091
Operating surplus / (deficit)	1,954,282	2,645,487
Timing adjustment for capital grant	(552,577)	-
Timing adjustment for grant revenue	(334,146)	-
Adjusted Operating surplus / (deficit)	1,067,559	2,645,487
Net outlays on existing assets		
Capital expenditure on renewal and replacement of existing assets	(11,193,008)	(8,937,416)
Add back depreciation, amortisation and impairment	11,561,850	10,765,876
Add back proceeds from sale of replaced assets	-	47,869
	368,842	1,876,329
Net outlays on new and upgraded assets		
Capital expenditure on new and upgraded assets (including investment property and real estate developments)	(5,167,739)	(7,215,601)
Add back amounts received specifically for new and upgraded assets	200,846	2,340,924
Add back proceeds from sale of surplus assets (including investment property, real estate developments and non-current assets held for resale)	256	1,909
	(4,966,637)	(4,872,768)
Annual net impact to financing activities (surplus/(deficit))	(3,530,236)	(350,952)

The City Of Norwood Payneham & St Peters

Notes to and forming part of the Financial Statements

for the year ended 30 June 2023

Note 17. Leases

(i) Council as a lessee

Terms and conditions of leases

The Council leases a fleet motor vehicles and storage facilities while set up below are the carrying amounts of right-of-use assets recognised within Infrastructure, Property, Plant and Equipment and the movements during the period.

(a) Right of use assets

\$	Buildings & Other Structures	Plant, Machinery & Equipment	Total
2023			
Opening balance	–	155,345	155,345
Additions to right-of-use assets	–	116,497	116,497
Depreciation charge	–	(105,203)	(105,203)
Balance at 30 June	–	166,639	166,639
2022			
Opening balance	1,095	39,694	40,789
Additions to right-of-use assets	–	192,028	192,028
Depreciation charge	(1,095)	(76,377)	(77,472)
Balance at 30 June	–	155,345	155,345

(b) Lease liabilities

Set out below are the carrying amounts of lease liabilities (included under interest-bearing loans and borrowings) and the movements during the period:

\$	2023	2022
Balance at 1 July	156,806	40,543
Additions	116,497	192,028
Accretion of interest	8,061	3,304
Payments	(107,690)	(79,069)
Balance at 30 June	173,674	156,806
Classified as:		
Current	108,627	75,571
Non-current	65,047	81,235

The maturity analysis of lease liabilities is included in Note 13.

The Group had total cash outflows for leases of \$XXX.

The following are the amounts recognised in profit or loss:

Depreciation expense of right-of-use assets	105,203	77,472
Interest expense on lease liabilities	8,061	3,304
Expense relating to short term leases	29,710	60,073
Expense relating to leases of low-value assets	54,390	71,963
Total amount recognised in profit or loss	197,364	212,812

(ii) Council as a lessor

The City Of Norwood Payneham & St Peters

Notes to and forming part of the Financial Statements

for the year ended 30 June 2023

Note 17. Leases (continued)

Council owns various buildings, plant and other facilities that are available for hire or lease (on a non-cancellable basis wherever practicable) in accordance with the published revenue policy. Rentals received from such leases are disclosed as rent and hire of non-investment property in Note 2.

The City Of Norwood Payneham & St Peters

Notes to and forming part of the Financial Statements

for the year ended 30 June 2023

Note 18. Superannuation

The Council makes employer superannuation contributions in respect of its employees to Hostplus (formerly Local Government Superannuation Scheme and Statewide Super). There are two types of membership, each of which is funded differently. Permanent and contract employees of the South Australian Local Government sector with Salarylink benefits prior to 24 November 2009 have the option to contribute to the Accumulation section and/or Salarylink. All other employees (including casuals) have all contributions allocated to the Accumulation section.

Accumulation only members

Accumulation only members receive both employer and employee contributions on a progressive basis. Employer contributions are based on a fixed percentage of ordinary time earnings in accordance with superannuation guarantee legislation (10.50% in 2022/23; 10.00% in 2021/22). No further liability accrues to the Council as the superannuation benefits accruing to employees are represented by their share of the net assets of the Fund.

Salarylink (Defined Benefit Fund) members

Salarylink is a defined benefit scheme where the benefit payable is based on a formula determined by the member's contribution rate, number of years and level of contribution and final average salary. Council makes employer contributions to Salarylink as determined by the Fund's Trustee based on advice from the appointed Actuary. The rate is currently 6.3% (6.3% in 2021/22) of "superannuation" salary.

In addition, Council makes a separate contribution of 3% of ordinary time earnings for Salarylink members to their Accumulation account. Employees also make member contributions to the Salarylink section of the Fund. As such, assets accumulate in the Salarylink section of the Fund to meet the member's benefits, as defined in the Trust Deed, as they accrue.

The Salarylink section is a multi-employer sponsored plan. As the Salarylink section's assets and liabilities are pooled and are not allocated by each employer, and employees may transfer to another employer within the local government sector and retain membership of the Fund, the Actuary is unable to allocate benefit liabilities, assets and costs between employers. As provided by AASB 119.34(a), Council does not use defined benefit accounting for these contributions.

The most recent actuarial investigation was conducted by the Fund's actuary, Louise Campbell, FIAA, of Willis Towers Watson as at 30 June 2021. The Trustee has determined that the current funding arrangements are adequate for the expected Salarylink liabilities. However, future financial and economic circumstances may require changes to Council's contribution rates at some future time.

Contributions to other superannuation schemes

Council also makes contributions to other superannuation schemes selected by employees under the "choice of fund" legislation. All such schemes are of the accumulation type, where the superannuation benefits accruing to the employee are represented by their share of the net assets of the scheme, and no further liability attaches to the Council.

The City Of Norwood Payneham & St Peters

Notes to and forming part of the Financial Statements

for the year ended 30 June 2023

Note 19. Interests in other entities

All joint ventures and associates are required to prepare Annual Financial Statements that comply with the SA Local Government Model Financial Statements.

\$	Council's Share of Net Income		Council's Share of Net Assets	
	2023	2022	2023	2022
Council's share of net income				
Joint ventures	(307,366)	(91,771)	997,150	1,026,588
Total Council's share of net income	(307,366)	(91,771)	997,150	1,026,588

(a)i) Joint ventures, associates and joint operations

(a) Relevant Interests

	Interest in Operating Result		Ownership Share of Equity		Proportion of Voting Power	
	2023	2022	2023	2022	2023	2022
Highbury Landfill Authority Inc.	40.40%	40.40%	40.40%	40.40%	33.33%	33.33%
Eastern Waste Management Authority Inc.	12.50%	14.30%	12.50%	14.30%	12.50%	14.30%
Eastern Health Authority Inc.	31.96%	31.27%	31.96%	31.27%	20.00%	20.00%
ERA Water	33.33%	33.33%	33.33%	33.33%	25.00%	25.00%

(b) Movement in Investment in Joint Venture or Associate

\$	Highbury Landfill Authority Inc.		Eastern Waste Management Authority Inc.		Eastern Health Authority Inc.		ERA Water	
	2023	2022	2023	2022	2023	2022	2023	2022
Opening Balance	(904,105)	(1,164,264)	121,560	174,324	172,504	181,905	1,636,630	1,850,806
Share in Operating Result	(137,551)	179,445	41,625	(52,764)	8,112	(4,276)	(219,553)	(214,176)
Share in Other Comprehensive Income	-	-	(15,310)	-	3,773	-	-	-
New Capital Contributions	89,464	80,714	-	-	-	-	200,000	-
Adjustments to Equity	-	-	-	-	-	(5,125)	-	-
Council's equity share in the joint venture or associate	(952,192)	(904,105)	147,875	121,560	184,389	172,504	1,617,077	1,636,630

(c) Share of Joint Operations Expenditure Commitments

Expenditure committed for (excluding inventories) at the reporting date but not recognised in the financial statements as liabilities:

Eastern Waste Management Authority Inc.

Expenditure committed for (excluding inventories) at the reporting date but not recognised in the financial statements as liabilities. With the Adoption of AASB 16 Lease commitments are now recognised in the financial statements.

The East Waste Management Authority Inc. does have an expenditure commitment which at the reporting date totalled \$2.082 million.

The City Of Norwood Payneham & St Peters

Notes to and forming part of the Financial Statements

for the year ended 30 June 2023

Note 20. Contingencies and assets/liabilities not recognised in the balance sheet

The following assets and liabilities do not qualify for recognition in the Statement of Financial Position, but knowledge is considered relevant to the users of the financial report in making and evaluating decisions about the allocation of scarce resources.

1. Land under roads

As reported in the Financial Statements, Council is of the opinion that it is not possible to attribute a value sufficiently reliably for these assets to qualify for recognition, and accordingly land under roads has not been recognised in the reports. Land acquired for road purposes during the year is initially recognised at cost, but transferred to fair value at reporting date, effectively writing off the expenditure.

At reporting date, Council controlled 171 km of road reserves of average width 14 metres.

2. Potential insurance losses

Council is a multi-purpose organisation providing a large range of building, parks infrastructure, playgrounds and other facilities accessible to the public. At any time, it is likely that claims will have been made against Council that remain unsettled.

Council insures against all known insurable risks using a range of insurance policies, each of which is subject to deductible "insurance excesses", the amount of which varies according to the class of insurance.

Council has recognised the potential losses arising from claims known at reporting date based on average historical net cost (including insurance excess) of similar types of claims. Other potential claims not reported to Council may have existed at reporting date.

3. Legal expenses

The Council is the Planning Consent Authority for its area under the Development Act 1993 (as amended). Pursuant to that Act, certain persons aggrieved by a planning decision of the Council may appeal. It is normal practice that parties bear their own legal costs. All known costs have been recognised, but the amount of further costs cannot be known until the appeals are determined.

Note 21. Events after the balance sheet date

Consistent with disclosures under AASB 110 - Events after Balance Date, there were no events subsequent to 30 June 2023 that need to be disclosed in the financial statement.

Note 22. Related party transactions

Key management personnel

Transactions with key management personnel

The Council is the Planning Consent Authority for its area under the Development Act 1993 (as amended). Pursuant to that Act, certain persons aggrieved by a planning decision of the Council may appeal. It is normal practice that parties bear their own legal costs. All known costs have been recognised, but the amount of further costs cannot be known until the appeals are determined.

\$	2023	2022
The compensation paid to key management personnel comprises:		
Short-term employee benefits	1,275,973	1,288,958
Post-employment benefits	93,871	91,919
Total	1,369,844	1,380,877

Amounts paid as direct reimbursement of expenses incurred on behalf of Council have not been included above.

No key management personnel or parties related to them had any transactions during the year on terms more favourable than those available to the general public.

The City Of Norwood Payneham & St Peters

General Purpose Financial Statements

for the year ended 30 June 2023

Independent Auditor's Report - Financial Statements

The City Of Norwood Payneham & St Peters

General Purpose Financial Statements

for the year ended 30 June 2023

Independent Auditor's Report - Internal Controls

The City Of Norwood Payneham & St Peters

General Purpose Financial Statements

for the year ended 30 June 2023

Certification of Auditor Independence

To the best of our knowledge and belief, we confirm that, for the purpose of the audit of The City Of Norwood, Payneham & St Peters for the year ended 30 June 2023, the Council's Auditor, Galpins has maintained its independence in accordance with the requirements of the *Local Government Act 1999* and the *Local Government (Financial Management) Regulations 2011* made under that Act.

This statement is prepared in accordance with the requirements of Regulation 22(3) *Local Government (Financial Management) Regulations 2011*.

Mario Barone
Chief Executive Officer

Robert Bria
Presiding Member, Audit Committee

Date: dd MMM yyyy

The City Of Norwood Payneham & St Peters

General Purpose Financial Statements

for the year ended 30 June 2023

Statement by Auditor

I confirm that, for the audit of the financial statements of The City Of Norwood, Payneham & St Peters for the year ended 30 June 2023, I have maintained my independence in accordance with the requirements of APES 110 – Code of Ethics for Professional Accountants, Section 290, published by the Accounting Professional and Ethical Standards Board, in accordance with the *Local Government Act 1999* and the *Local Government (Financial Management) Regulations 2011* made under that Act.

This statement is prepared in accordance with the requirements of Regulation 22 (5) *Local Government (Financial Management) Regulations 2011*.

Auditor's Name

Audit Firm Name

Date: dd MMMM yyyy

11.5 FINANCIAL SUMMARY 2022-2023 ACTUAL RESULTS V ADOPTED BUDGET

REPORT AUTHOR: Chief Financial Officer
GENERAL MANAGER: Chief Executive Officer
CONTACT NUMBER: 8366 4548
FILE REFERENCE: qA770145
ATTACHMENTS: A

PURPOSE OF REPORT

This report provides a summary of the 2022-2023 Audited result and explanations for variations from the 2022-2023 Adopted Budget.

BACKGROUND

Pursuant to Section 127 of the *Local Government Act 1999* (the Act), the Council must prepare Annual Financial Statements in accordance with the *Local Government (Financial Management) Regulations 2011* (the Regulations).

Section 10 of the Regulations requires the Council to prepare and consider a report, no later than 31 December in each year, showing the audited financial results of the Council for the previous financial year, compared with the estimated financial results set out in the budget presented in a manner consistent with the Model Financial Statements.

RELEVANT STRATEGIC DIRECTIONS & POLICIES

The financial information contained in this report is based on the 2022-2023 Annual Financial Statements, the 2022-2023 Adopted Budget and the various policies adopted by the Council as they impact the Councils financial performance (eg. Rating Policy.)

FINANCIAL AND BUDGET IMPLICATIONS

The Council concluded the Financial Year with an Operating Surplus of \$1.954 million, compared to the Council's Adopted Operating Budget, which forecast an Operating Surplus of \$0.864 million. Details of the drivers behind the variances from the Adopted Operating Surplus, are contained in the Discussion Section of this report.

After capital items, the Council is reporting a Net Surplus of \$50.1 million against an Adopted Net Surplus of \$12.9 million, with the favourable variance being driven by revaluation of Infrastructure, Property, Plant & Equipment, which is mainly driven by the economy and market fluctuations and is difficult to predict when setting the Budget.

EXTERNAL ECONOMIC IMPLICATIONS

Nil

SOCIAL ISSUES

Nil

CULTURAL ISSUES

Nil

ENVIRONMENTAL ISSUES

Nil

RESOURCE ISSUES

Nil

RISK MANAGEMENT

Nil

CONSULTATION

- **Elected Members**
 Elected Members have received regular reports on the Councils financial performance throughout the year.
- **Community**
 Not Applicable.
- **Staff**
 Responsible Officers, General Managers and Council's External Auditors.
- **Other Agencies**
 Not Applicable.

DISCUSSION

The 2022-2023 Annual Financial Statements have been finalised and will be presented to the Council for adoption at the Council Meeting to be held on 6 November 2023. A separate report has been provided on the 2022-2023 Annual Financial Statements for consideration by the Audit & Risk Committee.

Statement of Comprehensive Income

Operating Result

The Council is reporting an Operating Surplus of \$1.954 million, compared to the Council Adopted Operating Budget, which forecasted an Operating Surplus of \$0.864 million, a favourable variance of \$1.090 million. The major variances (over 5%) from the Adopted Operating Surplus are outlined in Table 1 below.

TABLE 1: MAJOR VARIANCES FROM ADOPTED OPERATING SURPLUS

Account Name	Reasons for the Variance	Amount (\$)
Grants, subsidies and contributions - Operating	Grant funding that has been received was favourable to the Adopted Budget driven by the Federal Government advancing 70% of the 2022-2023 Financial Assistance Grants.	531,338
Grants, subsidies and contributions - Capital	Change in recognition of <i>Local Roads & Community Infrastructure Program</i> Grant to recognise it as part of comprehensive income immediately on receipt in profit or loss in accordance with AASB 1058.10, as supported by the Council's Auditors Galpins.	552,577
Investment Income	Investment Income was favourable to the Adopted Budget driven primary due to: <ul style="list-style-type: none"> • Higher interest on deposits held with the Local Government Finance Authority compared to the Adopted Budget (\$171,216 compared to the budget of \$37,000). The quantum of funds being held are higher than expected due to the timing of expenditure on projects. 	125,292

Account Name	Reasons for the Variance	Amount (\$)
Other Income	<p>Other Income was favourable to the Adopted Budget driven primarily by:</p> <ul style="list-style-type: none"> • receipt of recovery income (\$80,000) for the Linear Park Path legal settlement offset by various recovery spend; • receipt of Local Government Finance Authority's annual bonus payments of \$38,442 which is calculated in relation to the average deposit and loan levels held during the financial year; and • reimbursement of \$38,456 as part of as part of <i>Boost Apprenticeship Commencement Wage Subsidies Program</i> 	102,157
Reimbursements	<p>Other Income was favourable to the Adopted Budget driven primarily by:</p> <ul style="list-style-type: none"> • Boosting Apprenticeship Commencements Wage Subsidy and training to the value of \$ 159,957; and • reimbursement income was favourable to the Adopted Budget due to the insurance re-imbursments for claims made during the year which amounted to \$81,682, which was offset by expenditure to replace or repair items subject to the insurance claim. 	211,206
Employee costs	<p>Employee costs were favourable against the Adopted Budget due to:</p> <ul style="list-style-type: none"> • turnover of staff combined with difficulties in recruiting replacement staff. To meet staffing needs, contract providers were utilised; and • vacant positions that were budgeted to be filled, combined with the time frame to replace positions which became vacant during the year due to resignations and an extremely tight labour market. 	278,748
Materials, contracts & other expenses	<p>Materials, contracts & other expenses were unfavourable against the Adopted Budget primarily due to,</p> <ul style="list-style-type: none"> • Contracted services were unfavourable by \$268,961 compared to the Adopted Budget mainly due to more contract staff being engaged to cover shortages in employee staff as well as across various projects, especially for sweeping of residential roads during the year and unplanned maintenance of \$353,549 for buildings and at the Norwood Oval and other facilities management; and • Legal fees were unfavourable by \$144,719 to the Adopted Budget, mainly due to the legal expenses relating to planning, regulatory services and seeking general advice. 	(711,499)
Finance Costs	<p>Finance costs were favourable to the Adopted Budget due to interest expense not being incurred as there were sufficient cash reserves to fund expenditure needs, negating the need to draw down borrowings to fund expenditure during the year.</p>	413,767
Depreciation, amortisation & impairment	<p>Depreciation expense was greater than anticipated due to the full year impact of the 2021-2022 Asset Capitalisation and unit cost revaluation.</p>	(402,849)

Non-Operating Income

Non-Operating Income includes grant funding specifically for asset upgrades or renewals and gain/(loss) on asset disposals and assets received free of charge.

For the 2022-2023 Financial year, the Council is reporting a Non-operating Surplus of \$1.092 million against an Adopted Non-operating Surplus of \$10.914 million, a unfavourable variance of \$9.822 million. The unfavourable variance is set out in Table 2 below.

TABLE 2: MAJOR VARIANCES FROM ADOPTED NON-OPERATING INCOME

Reasons for the Variance	Amount (\$'000)
Loss on the sale and or disposal of the Council's small Plant and Equipment at the end of its operational life, combined with write-off of the carrying values of the Council Civil Infrastructure, upon renewal.	(1,527)
Grant funding budgeted but not yet received due to the scheduling of capital projects.	(9,385)
<ul style="list-style-type: none"> • Trinity Valley Drainage Work Stage 2 - \$3,635,823 • Payneham Memorial Swimming Centre Master Plan - \$2,800,000 • River Torrens Linear Park Path Upgrade - \$1,350,000 • Dunstan Adventure Playground Upgrade - \$450,000 • Cruickshank Reserve Facility Upgrade - \$444,607 • Burchell Reserve Upgrade - \$420,000 • William Street Black Sport Grant - \$170,000 • St Peter's Street Upgrade Project - \$114,000 	

Other Comprehensive Income

Other Comprehensive Income comprises items of income and expenses that are not recognised in the Net Surplus (Deficit) for the year, as required or permitted by Australian Accounting Standards. Such items include the impact of changes in asset values due to revaluations. The value of Other Comprehensive Income reported in the Statement of Comprehensive Income, is a Surplus of \$49.031 million, which is primarily due to the revaluation of Land Assets.

Balance Sheet

The Net Assets of the Council at 30 June 2023 is \$586 million, against an Adopted Budget of \$517 million, a favourable variance of \$69 million.

Major reasons for the variance in the Net Assets include:

Assets

Cash deposits with the Local Government Financing Authority are unfavourable by \$2.595 million, with the variance resulting from the combined impact due to the timing and progress of several major capital projects and the delay of drawdown of long-term borrowings for the Payneham Memorial Swimming Centre Project.

The carrying values of Infrastructure, Property, Plant & Equipment is reporting a favourable variance of \$40.503 million, resulting from the change in asset value resulting from the current market condition and cost reviews.

Other Non-current assets represent Capital Works-in-Progress. As at 30 June 2023, works on capital project not yet completed amounted to \$5.706 million.

Liabilities

Trade and Other Payables – with the timing of expenditures at the end of financial year, the Council had a larger than anticipated value of invoices mainly in relation to Capital spend to that anticipated in the Adopted budget resulting in the \$2.246 million unfavourable variance.

The long-term borrowings planned to be drawn down as part of the Adopted Budget were not required to align with timing of relevant projects, resulting in a favourable variance of \$28.650 million.

Attachment A contains the 2022-2023 Financial Statements comparing the actual result to the 2022-2023 Adopted Budget as required by Section 10 of the Regulations.

OPTIONS

There are no options associated with this matter.

CONCLUSION

Nil

COMMENTS

Nil

RECOMMENDATION

That the report be received and noted.

Attachments – Item 11.5

Attachment A

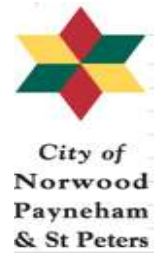
Financial Summary 2022-2023 Actual Results v Adopted Budget

City of Norwood Payneham & St Peters
175 The Parade, Norwood SA 5067

Telephone 8366 4555
Facsimile 8332 6338
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Website www.npsp.sa.gov.au



City of
**Norwood
Payneham
& St Peters**



Statement of Comprehensive Income for the year ended 30 June 2023

	2022-2023 Actual \$'000	2022-2023 Adopted Budget \$'000	Variance from Adopted Budget \$'000
INCOME			
Rates	39,974	39,921	53
Statutory charges	2,039	2,007	32
User charges	3,668	3,738	(70)
Grants, subsidies and contributions - operating	3,539	3,008	531
Grants, subsidies and contributions - capital	553	-	553
Investment income	171	46	125
Other income	620	518	102
Reimbursements	232	21	211
Net Gain Joint Ventures & Associates	50	-	50
Total Income	50,846	49,259	1,587
EXPENSES			
Employee costs	15,804	16,083	279
Materials, contracts & other expenses	20,710	19,998	(712)
Finance costs	458	872	414
Depreciation, amortisation & impairment	11,562	11,159	(403)
Net loss Joint Ventures & Associates	358	283	(75)
Total Expenses	48,892	48,395	(497)
OPERATING SURPLUS / (DEFICIT)	1,954	864	1,090
Net gain (loss) on disposal or revaluation of assets	(1,502)	25	(1,527)
Amounts specifically for new or upgraded assets	640	10,025	(9,385)
NET SURPLUS (DEFICIT)	1,092	10,914	(9,822)
OTHER COMPREHENSIVE INCOME			
Changes in revaluation Surplus- infrastructure, property, plant & equipment	49,031	2,000	47,031
Share of Other comprehensive Income - joint ventures and associates	(12)		(12)
TOTAL OTHER COMPREHENSIVE INCOME	49,020	2,000	47,020
TOTAL COMPREHENSIVE INCOME	50,111	12,914	37,197



City of
Norwood
Payneham
& St Peters

Statement of Financial Position for the year ended 30 June 2023

	2022-2023 Actual \$'000	2022-2023 Adopted Budget \$'000	Variance from Adopted Budget \$'000
ASSETS			
Current Assets			
Cash and cash equivalents	4,317	6,912	(2,595)
Trade & other receivables	2,193	2,962	(769)
Total Current Assets	6,510	9,874	(3,364)
Non-current Assets			
Financial Assets	104	104	-
Equity accounted investments in Council businesses	1,949	2,589	(640)
Infrastructure, Property, Plant & Equipment	594,772	554,269	40,503
Other Non-current Assets	5,706	-	5,706
Total Non-current Assets	602,531	556,962	45,569
Total Assets	609,041	566,836	42,205
LIABILITIES			
Current Liabilities			
Trade & Other Payables	8,819	6,573	2,246
Borrowings	1,098	946	152
Short-term Provisions	3,872	2,972	900
Other Current Liabilities	-	-	-
Liabilities relating to Non-current Assets held for Sale	-	-	-
Total Current Liabilities	13,789	10,491	3,298
Non-current Liabilities			
Long-term Borrowings	7,522	36,172	(28,650)
Long-term Provisions	288	1,202	(914)
Liability - Equity accounted Council Businesses	952	1,720	(768)
Total Non-current Liabilities	8,762	39,094	(30,332)
Total Liabilities	22,551	49,585	(27,034)
NET ASSETS	586,490	517,251	69,239
EQUITY			
Accumulated Surplus	63,789	74,043	(10,254)
Asset Revaluation Reserve	522,701	443,208	79,493
TOTAL EQUITY	586,490	517,251	69,239



City of
Norwood
Payneham
& St Peters

Statement of Changes in Equity

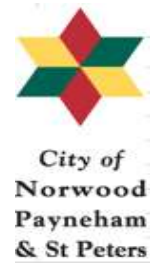
	2022-2023 Actual \$'000	2022-2023 Adopted Budget \$'000	Variance from Adopted Budget \$'000
ACCUMULATED SURPLUS			
Balance at end of previous reporting period	62,708	63,132	(424)
Net Surplus/ (Deficit) for year	1,092	10,912	(9,820)
Share of other Comprehensive Income- joint venture and associates	(11)		(11)
Balance at end of period	63,789	74,044	(10,255)
ASSET REVALUATION RESERVE			
Balance at end of previous reporting period	473,670	441,207	32,463
Gain on revaluation of infrastructure, property, plant & equipment	49,031	2,000	47,031
Balance at end of period	522,701	443,207	79,494
TOTAL EQUITY AT END OF REPORTING PERIOD	586,490	517,251	69,239



City of
Norwood
Payneham
& St Peters

Statement of Cash Flow for the year ended 30 June 2023

	2022-2023 Actual \$'000	2022-2023 Adopted Budget \$'000	Variance from Adopted Budget \$'000
CASH FLOWS FROM OPERATING ACTIVITIES			
Receipts			
Rates - general & other	39,978	39,759	219
Fees & other charges	2,038	2,007	31
User Charges	3,667	3,738	(71)
Investment receipts	171	46	125
Grants utilised for operating purposes	3,540	3,008	532
Reimbursements	232		232
Other Income	887	518	369
Payments			
Employee Costs	(15,075)	(15,987)	912
Contractual services & materials	(25,105)	(19,241)	(5,864)
Finance payments	(448)	(872)	424
Net Cash provided by (or used in) Operating Activities	9,885	12,976	(3,091)
CASH FLOWS FROM INVESTING ACTIVITIES			
Receipts			
Grants utilised for capital purposes	553	-	553
Amounts specifically for new or upgraded assets	201	10,025	(9,824)
Sale of replaced/surplus assets	-	25	(25)
Capital Distributions from associated entities	-	-	-
Payments			
Expenditure on renewal/replacement of assets	(11,193)	(15,757)	4,564
Expenditure on new/upgraded assets	(5,168)	(33,884)	28,716
Capital contributed to associated entities	(289)	(281)	(8)
Net Cash provided by (or used in) Investing Activities	(15,896)	(39,872)	23,976
CASH FLOWS FROM FINANCING ACTIVITIES			
Receipts			
Proceeds from Borrowings	-	28,657	(28,657)
Payments			
Repayments of Borrowings	(945)	(945)	-
Repayment of Finance Lease Liabilities	(99)	-	(99)
Repayment of Aged Care Facility deposits	(22)	-	(22)
Net Cash provided by (or used in) Financing Activities	(1,066)	27,712	(28,778)
Net Increase (Decrease) in cash held	(7,077)	816	(7,893)
Cash & cash equivalents at beginning of period	11,393	6,098	5,295
CASH & CASH EQUIVALENTS AT END OF PERIOD	4,316	6,914	(2,598)



Uniform Presentation of Finances for the year ended 30 June 2023

	2022-2023 Actual \$'000	2022-2023 Adopted Budget \$'000	Variance from Adopted Budget \$'000
Operating Revenue	50,846	49,259	1,587
less Operating Expenses	(48,892)	(48,395)	(497)
Operating Surplus / (Deficit)	1,954	864	1,090
Timing adjustment for Grant revenue	(887)	-	(887)
Adjusted Operating Surplus / (Deficit)	1,067	864	203
less Net Outlays on Existing Assets			
Capital Expenditure on renewal and replacement of Existing Assets	11,193	15,757	(4,564)
less Depreciation, Amortisation and Impairment	(11,562)	(11,159)	(403)
less Proceeds from Sale of Replaced/Surplus Assets	-	(25)	25
	(369)	4,573	(4,942)
less Net Outlays on New and Upgraded Assets			
Capital Expenditure on New and Upgraded Assets(including investment property)	5,168	33,884	(28,716)
less Amounts received specifically for New and Upgraded Assets	(201)	(10,025)	9,824
	4,967	23,859	(18,892)
Net Lending / (Borrowing) for Financial Year	(3,531)	(27,568)	24,037

	2022-2023 Actual \$'000	2022-2023 Adopted Budget \$'000
KEY FINANCIAL INDICATORS		
Operating Surplus / (Deficit)	1,954	864
Adjusted Operating Surplus / (Deficit)	1,067	864
Operating Surplus Ratio - %	3.8%	1.8%
Adjusted Operating Surplus Ratio - %	2.1%	1.8%
Net Financial Liabilities	15,937	39,607
Net Financial Liabilities Ratio - %	31.3%	80.4%
Interest Cover Ratio - %	0.6%	1.7%
Asset Sustainability Ratio - %	99%	109%

Section 3 – Governance & General Reports

11.6 LAND MANAGEMENT AGREEMENT WAIVER - 81 OSMOND TERRACE, NORWOOD

REPORT AUTHOR: Senior Urban Planner
GENERAL MANAGER: General Manager, Urban Planning & Environment
CONTACT NUMBER: 8366 4567
FILE REFERENCE:
ATTACHMENTS: A - D

PURPOSE OF REPORT

The purpose of this report is to seek the Council's approval to waive compliance with Clauses 6.2 and 6.5 of the Land Management Agreement applicable to the land at 81 Osmond Terrace, Norwood.

BACKGROUND

On 11 September 2012, Council entered into a Land Management Agreement (LMA- provided in **Attachment A**) which applied to the land at 81 Osmond Terrace, Norwood (refer to **Attachment D**). Under the 1994 Kensington & Norwood Heritage Survey, the site was recommended for listing as a Local Heritage Place, which was subsequently adopted. The site is presently used for office accommodation.

The Place is described in that report as:

"A large and attractive two-storey Victorian sandstone mansion with attached library and rear stables. The main house has a hipped corrugated iron roof with front feature gablet and front verandah. Notable for its attractive design, the cast-iron work on the front verandah, its front bay window and its relative intactness. The adjacent library has a hipped tiled roof with feature front gablet and attractive stone front window. The rear stables building is a one and two storey sandstone and red brick building with truncated hipped roofs and is notable for its high quality of construction. The complex appears in good condition."

A Land Division Application 008/D009/2011, sought approval to develop the land by the division of land. Only the "mansion" component is listed specifically as a Local Heritage Place, but the complex, including the library, form an important part of its heritage value. This division of land separates the "mansion" from the "library" and "stables". These are reflected in the plan provided in **Attachment B**.

The intent of the LMA is to ensure that the "library" and "stables" are not demolished, and their heritage value, as well as that of the "mansion", are preserved and where possible, enhanced. It also facilitates the adaptive reuse of these buildings for residential purposes, in future.

The owner of the property has sought to establish a driveway crossover in front of the "library". Council's Public Realm Compliance Officer, in consultation with Council's Traffic Engineer, City Arborist and Project Officer - Civil, has determined that the crossover accords with the *Footpaths and Driveway Crossovers Policy* and warrants consent, subject to alterations to the existing kerb protruberance, for which the property owner will bear the cost. The Manager, Development Assessment has appropriate delegation to determine this Application under Section 221 of the *Local Government Act 1999*. Nonetheless, this process raised concerns about the heritage implications of such a crossover, and its compliance with the LMA.

Clause 6.2 of the LMA states:

"that if the Owner erects fencing on the boundary of the Land and Osmond Terrace then such fencing shall be of a traditional or contemporary interpretation of a traditional masonry pillar and plinth wall with cast, wrought or welded metal infill panels and any final design shall be compatible with the character of the Mansion and the Library and shall be to the Council's reasonable satisfaction expressed in writing;"

Clause 6.5 of the LMA states:

"that if the owner establishes landscaping on that portion of the land between the eastern façades of the Mansion and the Library and the Osmond Terrace frontage of the Land that is new or different from the landscaping that exists at the date of this Deed then such landscaping shall be designed to be similar to landscaping typical of the era of that construction of the Mansion to the reasonable satisfaction of the Council;"

Clause 20 of the LMA allows Council to waive compliance with the whole or any part of the obligations on the Owner's part under the LMA.

The applicant has lodged a Development Application (DA 23019832) to remove a portion of the existing brush fencing. Since this would constitute demolition work with respect to a Local Heritage Place, the works therefore require approval.

Section 3 of the *Planning, Development and Infrastructure Act 2016*, includes the following in the definition of "Development":

"in relation to a local heritage place—any work (including painting) that could materially affect the heritage value of the place (including, in the case of a tree, any tree-damaging activity) specified by the Planning and Design Code for the purposes of this paragraph (whether in relation to local heritage places generally or in relation to the particular local heritage place);"

The *Planning & Design Code*, under Table 2 of Part 5, specifies that this entails:

"The demolition, removal, conversion, alteration or external painting of, or addition to, the place, or any other work (not including internal painting but including, in the case of a tree, any tree-damaging activity) that could materially affect the heritage value of the place"

Council's Senior Urban Planner, acting as the delegate of the Assessment Manager, determined that the construction of a driveway may materially affect the heritage value of the place and therefore, the landscaping works also require Development Approval. The need for Development Approval does not derogate from the requirements of the LMA and the decision as to whether or not to grant Planning Consent can be determined by the Assessment Manager.

As no delegation to staff exists with respect to Land Management Agreements, the Council must to agree to any waiver of the terms of the LMA.

The owner's representative (hereinafter referred to as "the applicant") has provided a plan showing the intended works. This includes:

- removal of a section of 1.8 metre high brush fence;
- installation of 1.3 metre high 'heritage style' picket fencing in "ivory" colour, and inward opening gate;
- loose gravel or light grey exposed aggregate concrete driveway; and,
- planting of new vegetation.

In order to comply with Clauses 6.2 and 6.5 of the LMA, the Council's "reasonable satisfaction" must be expressed in writing. Due to the absence of any delegations with respect to Land Management Agreements, this can only be provided by the Council.

RELEVANT STRATEGIC DIRECTIONS & POLICIES

Built Heritage Strategy

Relevant parts of the **Built Heritage Strategy** are as follows:

Objective 1.1: Support owners of heritage places and buildings in historic areas.

Initiative 1.1.4: Facilitate appropriate and sensitive building improvements and adaptive reuse.

Objective 2.4: Appropriate and sensitive development outcomes.

Initiative 2.4.1: Development assessment decisions and policy development which seek to conserve heritage places and areas.

FINANCIAL AND BUDGET IMPLICATIONS

There are no financial or budget implications associated with the proposed waiver of LMA terms.

EXTERNAL ECONOMIC IMPLICATIONS

There are no external economic implications associated with the proposed waiver of LMA terms.

SOCIAL ISSUES

There are no social implications associated with the proposed waiver of LMA terms.

CULTURAL ISSUES

The proposal involves the consideration of impacts on the heritage value of the Local Heritage Place and its associated complex. Heritage is a cultural issue, and the preservation of the cultural heritage of the City is reflected in the Council's Built Heritage Strategy.

Consideration in detail of these issues will be provided in the Discussion section.

ENVIRONMENTAL ISSUES

There are no environmental implications associated with the proposed waiver of LMA terms.

RESOURCE ISSUES

The matter is being managed by Council's Senior Urban Planner, in consultation with other staff where required.

RISK MANAGEMENT

There are negligible risks associated with this decision. The key risk consideration is that the decision would impact the heritage value of a Local Heritage Place. However, all changes are to the setting of the heritage place, rather than the fabric, and all are reversible. The proposal has been considered by Council's Heritage Advisor, who has advised that he believes the changes are appropriate. This risk is therefore minor in nature.

CONSULTATION

- **Elected Members**
Not Applicable.
- **Community**
Not Applicable.
- **Staff**
Council's Heritage Advisor has provided advice regarding the heritage implications of the proposal. These are contained in **Attachment C**.

Council's Traffic Engineer has also provided advice regarding the traffic safety implications of the proposed driveway and crossover and has advised that they are suitable. This primarily is a matter for staff as part of the delegated elements of the proposal (i.e. the Development Application and the Crossover Application).

Council's City Arborist has provided advice regarding the potential impact of the proposed crossover on the street trees on Osmond Terrace and advised that this is acceptable. This is primarily a matter for staff under the Crossover Application, which is delegated.

The Council's Project Officer - Civil has provided advice regarding the replacement of the existing kerb protuberance as part of the Crossover Application. This is primarily a matter for staff under the relevant delegation.

The Council's Public Realm Compliance Officer and Manager, Development Assessment have considered the Crossover Application under Section 221 of the *Local Government Act 1999*. The Manager Development Assessment has delegated authority to determine applications under this Section and has indicated that he is supportive of the application.

- **Other Agencies**
Not Applicable.

DISCUSSION

Given that the intent of the LMA is to preserve the heritage value of the place, the key question with respect to whether a waiver under the LMA should be granted, will be the extent to which the heritage value of the Local Heritage Place is preserved.

With respect to the fencing, Clause 6.2 specifies a masonry and metal infill type design, however the proposal comprises the installation of a picket fence. This was suggested as an alternative by Council's Heritage Advisor and is far more economical to construct and remove - noting that at this stage, the owner intends to only replace a portion of the fence and construct a masonry fence at a later date. The existing brush fence is up to 1.8 metres in height, although this then tapers down to 1.3 metres along most of its length. A brush fence is also not typical of the era, so replacement with a more appropriate fence type, which allows better connectivity between the street and the building, is considered to be an improved outcome.

In respect to landscaping and Clause 6.5, a driveway is not strictly a traditional element, although gravel areas were common for horses and carriages, such as would have been the case at the rear of this site, around the stables. Such an element would not likely have existed in front of the library and this does represent a concession in order to allow for the site to be used in a manner which better reflects current preferences. With the parking area to the side of the building, no vehicles would obstruct the connectivity between the building and the street (other than when they occasionally reverse out of the driveway). The access arrangement has been reviewed by Council's Traffic Engineer who has confirmed that it is suitable, noting that such access considerations are not within the scope of the LMA, and are part of the considerations in the delegated decisions relating to the Development Application, and the Crossover Permit.

The existing garden bed, like the brush fence, does little to promote the heritage value of the place. The proposed plantings have been suggested by Council's Heritage Advisor and would greatly enhance the appearance of the site.

Therefore, while the proposed plan does not fulfill the obligations as specifically worded in the LMA, the works have been designed in order to achieve the intent of the LMA, and to enhance the overall heritage value of the place.

A recommendation is provided for below that the Manager Development Assessment be delegated to approve minor variations to the plan herein considered, as necessary to finalise the works.

OPTIONS

The Council has four (4) options in respect to the decision as to whether to waive compliance with Clauses 6.2 and 6.5 in the Land Management Agreement applicable to 81 Osmond Terrace, Norwood. These options relate to two (2) issues, being whether to grant the necessary waivers, and whether to delegate to the Manager Development Assessment the authority to approve minor variations. The options with respect to the waivers are set out below:

1. Endorse the waiver of compliance with Clauses 6.2 and 6.5 of the Land Management Agreement in favour of the proposed works shown on the plans in **Attachment B**.

With this option, Council can resolve to endorse the waiver of the relevant provisions of the LMA, allowing the applicant to proceed to carry out the works in accordance with the plans provided in **Attachment B**. Council's administration would then also grant the delegated approvals relating to the construction of the crossover, and the granting of Planning Consent.

2. Refuse the waiver of compliance with Clauses 6.2 and 6.5 of the Land Management Agreement.

With this option, Council can resolve not to grant the waiver of the relevant provisions of the LMA. The applicant would therefore not lawfully be able to carry out the works illustrated in **Attachment B**. As the works cannot be lawfully carried out, the delegated approvals under the *Local Government Act 1999* and *Planning, Development and Infrastructure Act 2016* would be moot.

Further options relating to the delegation of authority to approve minor variations are outlined below and would only be relevant if the Council chose to pursue Option 1 above:

3. Delegate the authority to approve minor variations to the Manager Development Assessment.

With this option, Council can delegate to administration the ability to approve minor amendments to the plan provided. A minor variation in this context is a change that does not bring with it any assessment considerations, such as a change in the species of plantings with a similar appearance, or small changes in dimensions.

4. Do not delegate the authority to approve minor variations to the Manager Development Assessment

Under this option, any variations to the plan proposed would need to be put to the Council for endorsement, no matter how minor.

It is recommended that Options 1 and 3 be pursued as this will enable the waiver to be given effect (as the outcome has a neutral impact of the heritage value of the Local Heritage Place and still achieves the intent of the LMA) and will allow for delegated authority to be used for any minor amendments so as to minimise any unnecessary legislative burden.

CONCLUSION

The Council must consider granting a waiver to Clauses 6.2 and 6.5 of the Land Management Agreement relating to 81 Osmond Terrace, Norwood, as no delegation to staff exists. The LMA exists to protect the heritage value of the complex of buildings at this address, while still allowing for its adaptive reuse in future.

The owners seek to add a driveway to the side of the "library", which would mean replacing the existing brush fence as well as creating a driveway, both of which requires approval from the Council under the LMA. The fencing and landscaping has been designed to be sensitive to the heritage value of the building, and enhances its heritage value from the existing condition.

It should be noted that should the Council choose to grant a waiver to Clauses 6.2 and 6.5 of the Land Management Agreement, that such a waiver will only be applicable to this specific circumstance. The LMA would still remain in place and would still be applicable. The granting of a waiver does not set a precedent in respect of this (or other) LMAs and does not undermine the value of this (or other) LMAs.

COMMENTS

Nil.

RECOMMENDATION

1. That pursuant to Clause 20 of the Land Management Agreement relating to the land located at 81 Osmond Terrace, Norwood, SA, 5067, the Council resolve to waive the requirement for the owner of the abovementioned land to comply with Clause 6.2 of the abovementioned Land Management Agreement, in favour of the plans as contained in **Attachment B**.
2. That pursuant to Clause 20 of the Land Management Agreement relating to the land located at 81 Osmond Terrace, Norwood, SA, 5067, the Council resolve to waive the requirement for the owner of the abovementioned land to comply with Clause 6.5 of the abovementioned Land Management Agreement, in favour of the plans as contained in **Attachment B**.
3. That the Manager, Development Assessment be delegated to authorise any minor amendments to the plans contained in **Attachment B**, with the respect to the Land Management Agreement.

Attachments – Item 11.6

Attachment A

Land Management Agreement Waiver
- 81 Osmond Terrace, Norwood



City of
Norwood
Payneham
& St Peters

FORM APPROVED BY THE REGISTRAR-GENERAL

**BELOW THIS LINE FOR OFFICE &
STAMP DUTY PURPOSES ONLY**

Orig. AG 11858756



11:52 3-Dec-2012
1 of 1 Fees: \$144.00

Prefix	AG
Series No.	

BELOW THIS LINE FOR AGENT USE ONLY

CERTIFIED CORRECT FOR THE PURPOSES
OF THE REAL PROPERTY ACT 1886

Registered Conveyancer
Brian O'Halloran

AGENT CODE

Lodged by: BRIAN O'HALLORAN BTH1

Correction to: BRIAN O'HALLORAN BTH1

TITLES, CROWN LEASES, DECLARATIONS ETC. LODGED WITH
INSTRUMENT (TO BE FILLED IN BY PERSON LODGING)

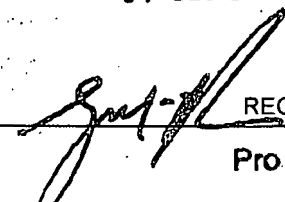
- C/T 6082/264, 265 & 266
-
-
-

PLEASE ISSUE NEW CERTIFICATE(S) OF TITLE AS FOLLOWS

-
-
-
-

DELIVERY INSTRUCTIONS (Agent to complete)
PLEASE DELIVER THE FOLLOWING ITEM(S) TO THE
UNDERMENTIONED AGENT(S)

ITEM(S)	AGENT CODE
2 COPIES OF AG	BTH1
C/T 6082/264, 265 & 266	NAB 58

CORRECTION	PASSED
REGISTERED	07 DEC 2012
 REGISTRAR-GENERAL Pro	



TO THE REGISTRAR-GENERAL

1. **THE CORPORATION OF THE CITY OF NORWOOD PAYNEHAM AND ST PETERS (Council)** of 175 The Parade Norwood SA 5067 has entered into the attached Land Management Agreement dated the 11th day of September 2012 (**Agreement**) with **81 Osmond Terrace Pty Ltd** of 206 Magill Road Norwood SA 5067 pursuant to s57A (1) of the Development Act 1993 (**Act**).
2. The Agreement relates to the whole of the land comprised in Certificates of Title Volume 6082 Folios 264, 265 and 266 (formerly the whole of the land comprised in Certificate of Title Volume 6002 Folio 111)(**Land**)
3. The Council applies pursuant to s-57A (14) of the Act to note the Agreement against the Land

Date: the 30th day of NOVEMBER 2012

The Common Seal of **THE CORPORATION OF THE CITY OF NORWOOD PAYNEHAM AND ST PETERS** was affixed in the presence of:

Signature of Mayor

Signature of Chief Executive Officer

ROBERT BRIA

Name of Mayor (Print)

MARIO BARONE

Name of Chief Executive Officer (Print)

Dated *11th* day of *September* 2012

Between

**THE CORPORATION OF THE CITY OF NORWOOD
PAYNEHAM AND ST PETERS**

and

81 OSMOND TERRACE PTY LTD

LAND MANAGEMENT AGREEMENT BY DEED

**BOTTEN LEVINSON
PO Box 6777, Halifax Street
ADELAIDE SA 5000**

**Phone: 08 8212 9777
Fax: 08 8212 8099**

This Deed is made the 11th day of September 2012

DATE

BETWEEN

THE CORPORATION OF THE CITY OF NORWOOD PAYNEHAM AND ST PETERS
of 175 The Parade, Norwood SA 5067 ("**the Council**")

and

81 OSMOND TERRACE PTY LTD of 206 Magill Road, Norwood SA 5067
("**the Owner**")

BACKGROUND

- A. The Owner is the proprietor of an estate in fee simple in the Land. The Land is within the area of the Council.
- B. The Land is currently comprised in three allotments and is improved with buildings, car parking, landscaping and ancillary structures as depicted on the aerial image in **Schedule 1** of this Deed.
- C. By Development Application numbered 8/D009/11 ("**the Development Application**") the Owner has sought Development Plan consent, Land Division consent and Development Approval pursuant to the Act from the Council, to develop the Land by undertaking the division of the Land in accordance with the Plan in **Schedule 2** of this Deed ("**the Land Division Plan**").
- D. A two storey Victorian sandstone mansion ("**the Mansion**") currently exists on the north eastern portion of the Land. An extension of the Mansion has been constructed more recently than the original building on its rear or western side as depicted on Schedule 1 ("**the Later Extension**"). The Mansion is listed as a Local Heritage Place. The Council acknowledges that the Later Extension does not contribute to the heritage value of the Mansion and does not form part of the Local Heritage Place.
- E. A former library building ("**the Library**") currently exists on the south eastern portion of the Land as depicted in Schedule 1, and is connected to the Mansion by a more recently constructed annex ("**the Annex**"). Neither the Library nor the Annex are listed as Local Heritage Places.
- F. A former stables building ("**the Stables**") exists on the north western portion of the Land as depicted in Schedule 1. The Stables is not listed as a Local Heritage Place. A free standing brick toilet building exists south of the Stables as depicted in Schedule 1 ("**the Brick Toilet**"). An addition to the Stables described as "GI Annex" is located to the south west of the Stables ("**GI Annex**").
- G. The Council considers that the Library and the Stables both exhibit attributes of heritage character that warrant their retention and adaptive reuse, notwithstanding that they are not Local Heritage Places, or subject to any other

protection on the basis of their character, and the Owner is prepared to retain those buildings.

- H. The Council acknowledges that the Annex connecting the Mansion to the Library, the GI Annex connected to the Stables and the Brick Toilet do not contribute to the heritage value of the Mansion and do not form part of the Local Heritage Place.
- I. The Council further acknowledges that in the event that the Owner was to submit applications under the Act to demolish the Later Extension, the Annex, the Brick Toilet or the GI Annex connected to the Stables then such applications would be assessed on their respective merits.
- J. The Owner acknowledges that any proposal for demolition of the Annex would need to include a detailed proposal to make good the façade of both the Mansion and the Library that would be exposed by such demolition.
- K. The Land is located in the Norwood Policy Area of the Residential Zone of the Norwood Payneham and St Peters Development Plan as at the date of the Development Application and as at the date of this Agreement.
- L. The Council acknowledges that the Land is currently lawfully used for commercial purposes in the form of offices.
- M. The Council wishes to ensure that the Library and the Stables are retained and, together with the Mansion, adaptively reused as dwellings if such opportunity reasonably arises in the future.
- N. The Council also wishes to protect the views to the Mansion and the Library from Osmond Terrace and ensure that any fencing erected and landscaping established between those buildings and Osmond Terrace are sensitive to the character values of the buildings.
- O. The Owner and the Council are willing to enter into this Deed pursuant to section 57A of the Act relating to the management preservation and conservation of the Land.

AGREED TERMS

DEFINITIONS AND INTERPRETATION

1. Definitions

In this Deed:

Act means the *Development Act 1993 (SA)*.

"the Annex" means the existing building located on the Land which connects the Library to the Mansion and is depicted in Schedule 1.

"the GI Annex connected to the Stables" means the addition constructed more recently to the south west side of the Stables as depicted on Schedule 1.

“the Brick Toilet” means the free standing brick toilet building located to the south of the Stables on the Land as depicted in Schedule 1.

“the Later Extension” means the extension of the Mansion which has been constructed more recently than the Mansion that is located to the rear or on the western side of the Mansion as depicted in Schedule 1.

“the Library” means the existing building located on the Land formerly used as a library that is located on the south eastern portion of the Land as depicted in Schedule 1.

“the Mansion” means the two storey Victorian sandstone mansion which is located on the north eastern portion of the Land and is depicted in Schedule 1.

“the Stables” means the building formerly used as a stables located on the north western portion of the Land as depicted in Schedule 1.

“Business Day” means a day that is not a Saturday, Sunday or public holiday in South Australia.

“the Land” means the whole of the land comprised in Certificate of Title Register Book Volume 6002 Folio 111 and any part or parts of it.

“the Land Division Plan” means the plan of division depicted in Schedule 2.

“Relevant Authority” has the meaning given to those words under the Act.

2. Interpretation

In this deed, unless the context otherwise requires:

- 2.1 headings do not affect interpretation;
- 2.2 singular includes plural and plural includes singular;
- 2.3 words of one gender include any gender;
- 2.4 a reference to a party includes its executors, administrators, successors and permitted assigns;
- 2.5 a reference to the Owner includes each person registered or entitled to be registered as a proprietor of an estate in fee simple of the Land;
- 2.6 a reference to a person includes a partnership, corporation, association, government body and any other entity;
- 2.7 an agreement, representation, warranty or indemnity by two or more parties (including where two or more persons are included in the same defined term) binds them jointly and severally;
- 2.8 an agreement, representation, warranty or indemnity in favour of two or more parties (including where two or more persons are included in the same defined term) is for the benefit of them jointly and severally;

- 2.9 a reference to legislation includes any amendment to it, any legislation substituted for it, and any subordinate legislation made under it;
- 2.10 a provision is not construed against a party only because that party drafted it;
- 2.11 the meaning of general words is not limited by specific examples introduced by 'including', 'for example' or similar expressions;
- 2.12 an expression defined in the Act has the meaning given by the Act at the date of this Deed.

3. Background

The Background forms part of this Deed and is correct.

4. Legislation

The requirements of this Deed are to be construed as additional to the requirements of the Act and any other legislation affecting the Land.

OWNER'S COVENANTS

5. Demolition of Buildings

Subject to clause 14 of this Deed, the Owner covenants:

- 5.1 to retain the Mansion, the Library and the Stables on the Land;
- 5.2 not to demolish or seek to demolish or permit the demolition of the Mansion, the Library or the Stables on the Land; and
- 5.3 that if the Owner seeks to demolish the Annex, the Owner will submit as part of such a development application detailed proposals to the Council to make good and ameliorate the resultant visual appearance of the southern façade of the Mansion and the northern façade of the Library that would be exposed by such demolition.

6. Fencing and Landscaping

Subject to clause 14 of this Deed, the Owner covenants:

- 6.1 not to erect any fencing on that portion of the Land between the eastern facades of the Mansion and the Library and the Osmond Terrace frontage of the Land except fencing on the boundary of the Land and Osmond Terrace which said fencing shall at all times be in accordance with clause 6.2 herein;
- 6.2 that if the Owner erects fencing on the boundary of the Land and Osmond Terrace then such fencing shall be a traditional or contemporary interpretation of a traditional masonry pillar and plinth wall with cast, wrought or welded metal infill panels and any final design shall be compatible with the character of the Mansion and the Library and shall be to the Council's reasonable satisfaction expressed in writing;

6.3 that any fencing that is erected on the boundary of the Land and Gloucester Terrace shall incorporate:

6.3.1 a side fence return extending along the Gloucester Terrace boundary from the north eastern corner of the Land for a distance which equals the distance from the Osmond Terrace boundary of the Land to the eastern facade of the Mansion, which side fence return shall be a traditional or contemporary interpretation of a traditional masonry pillar and plinth wall with cast, wrought or welded metal infill panels; and

6.3.2 other than the side fence return described in clause 6.3.1 herein, side fencing that:

6.3.2.1 complements the style of the said side fence return; or

6.3.2.2 is solid masonry; or

6.3.2.3 is traditional corrugated metal sheeting in a colour that is either natural galvanised or dark colorbond;

6.4 Subject to compliance at all times with clause 6.2 and 6.3 herein any other fencing that is erected on the Land shall be:

6.4.1 traditional profile corrugated metal sheeting, either post and rail or double sided "good neighbour" type fencing and shall be of a colour that is either natural galvanised or dark colorbond; or

6.4.2 a masonry or rendered masonry fence;

6.5 that if the Owner establishes landscaping on that portion of the Land between the eastern facades of the Mansion and the Library and the Osmond Terrace frontage of the Land that is new or different from the landscaping that exists at the date of this Deed then such landscaping shall be designed to be similar to landscaping typical of the era of the construction of the Mansion to the reasonable satisfaction of the Council;

6.6 to plant a one (1.0) metre wide landscaping strip in the form of screening trees/shrubs along the south western corner of proposed allotment 101 as depicted in the Land Division Plan, which said planting shall be planted at a height of at least 1.5 metres, spaced at 1.5 metre centres, and thereafter maintained at all times to the reasonable satisfaction of the Council.

7. Conversion to Residential Use

7.1 Subject to clause 14 of this Deed, the Owner covenants to not change the use of any portion of the Land to a residential land use pursuant to an application submitted under the Act unless the Owner concurrently seeks to change the use of the whole of each of the four (4) allotments proposed in the Land Division Plan to a residential land use; and

- 7.2 enter into a contract of sale for any of the four (4) allotments proposed in the Land Division Plan, until such time as the use of the whole of the Land has been lawfully changed to a residential land use by way of an application that has been approved and implemented under the Act unless that contract of sale is for the transfer of the whole of the four allotments proposed in the Land Division Plan to a single purchaser.

RESTRICTION ON LEASING AND OTHER DEALINGS

8. The Owner must not grant any lease licence easement or other right which may give any person the right to possession or control of or entry on to the Land which right would enable such person to breach any of the obligations imposed on the Owner by this Deed unless such grant:
- 8.1 is expressed in writing;
 - 8.2 is made with the previous written consent of the Council which will not be unreasonably withheld; and
 - 8.3 contains as an essential term a covenant by the grantee not to do or omit to do (or suffer or permit any other person to do or omit to do) any act matter or thing which would constitute a breach by the Owner of the Owner's obligations under this Deed.

COUNCIL'S POWERS OF ENTRY

9. The Council and any employee or agent of the Council authorised by the Council may at any reasonable time enter the Land for the purpose of:
- 9.1 inspecting the Land and any building or structure on the Land;
 - 9.2 exercising any other powers of the Council under this Deed or pursuant to law.
10. If the Owner is in breach of any provision of this Deed, the Council may, by notice served on the Owner, specify the nature of the breach and require the Owner to remedy the breach within such time as may be nominated by the Council in the notice (being at least 28 days from the date of service of the notice). If the Owner fails so to remedy the breach, the Council or its servants or agents may carry out the requirements of the notice and in doing so may enter and perform any necessary works upon the Land and recover any costs thereby incurred from the Owner.
11. If in a notice referred to in clause 10 the Council requires the removal of a building or structure from the Land, the Council and its servants or agents are authorised and empowered by the Owner to enter and remove the building or structure from the Land and to dispose of it in any manner determined by the Council provided that if the building or structure has any monetary value then the Council must use its best endeavours to realise that monetary value and must after the disposal account to the Owner and pay to the Owner the realised value less all expenses incurred.
12. The Council may delegate any of its powers under this Deed to any person.

NOTING OF THIS AGREEMENT

13. Each party must do and execute all acts documents and things necessary to ensure that as soon as possible after the execution of this Deed by all necessary parties this Agreement is noted by the Registrar-General on the Certificate of Title for the Land pursuant to section 57A(14) of the Act.

OPERATION OF THIS AGREEMENT

14. The parties to this Deed expressly declare and agree that the provisions of this Deed shall not be binding nor impose any obligation upon them unless and until all of the consents necessary for the approval of the Development Application 8/D009/11 (including a notice of approval pursuant to Regulation 46(1) of the *Development Regulations, 1993*) have been obtained under the Act and are operative within the meaning ascribed to the phrase "the operative date" by Regulation 48(4) of the Regulations made under the Act.

SUNSET CLAUSE

15. In the event that:
- 15.1 the Library and the Stables are both listed as Local Heritage Places under the Act, and all avenues of legal challenge against the said listing have been exhausted; and
- 15.2 the whole of the Land has been lawfully changed to a residential land use;

THEN the Council agrees to rescind this Deed at the request of the Owner and the reasonable costs of and incidental to the preparation, stamping and noting of the Deed of Rescission on the relevant Certificate of Title will be borne by the Owner.

RESCISSION

16. In the event that:
- 16.1 any development authorisation sought by the Development Application is not granted, or if granted, lapses or expires by virtue of the provisions of the Act without being implemented by the Owner; or
- 16.2 the Registrar-General does not deposit the plan for the proposed division in the Land Titles Registration Office;

THEN the Council agrees to rescind this Deed at the request of the Owner and the reasonable costs of and incidental to the preparation, stamping and noting of the Deed of Rescission on the relevant Certificate of Title will be borne by the Owner.

CONSENTS

17. The Owner warrants that no person (other than itself) has a legal interest in the Land or any part thereof, except the persons whose consents to this Deed are in Schedule 3.

GENERAL PROVISIONS**18. Alteration**

This Deed may be altered only by a supplementary Deed signed by each party.

19. Entire agreement

This Deed:

- 19.1 constitutes the entire agreement between the parties about its subject matter; and
- 19.2 supersedes any prior understanding, agreement, condition, warranty, indemnity or representation about its subject matter.

20. Waiver

The Council may waive compliance by the Owner with the whole or any part of the obligations on the Owner's part under this Deed provided that no such waiver shall be effective unless expressed in writing and signed by the Council.

21. Exercise of power

- 21.1 The failure, delay, relaxation or indulgence by a party in exercising a power or right under this Deed is not a waiver of that power or right.
- 21.2 An exercise of a power or right under this Deed does not preclude a further exercise of it or the exercise of another right or power.

22. Survival

Each indemnity, obligation of confidence and other term capable of taking effect after the expiration or termination of this Deed, remains in force after the expiration or termination of this Deed.

23. Governing law

- 23.1 This Deed is governed by the law of South Australia.
- 23.2 The parties irrevocably submit to the non-exclusive jurisdiction of the courts of South Australia.

NOTICES**24. A notice, demand, consent, approval or communication under this Deed (Notice) must be:**

- 24.1 in writing, in English and signed by a person authorised by the sender; and
- 24.2 hand delivered or sent by pre paid post or facsimile to the recipient's address or facsimile number specified below, as varied by any Notice

given by the recipient to the sender, or affixed in a prominent position on the Land.

25. At the date of this Deed, the addresses and facsimile numbers for Notices are:

THE CORPORATION OF THE CITY OF NORWOOD PAYNEHAM AND ST PETERS

Address: 175 The Parade, NORWOOD SA 5067
 Facsimile no: 08 8332 6338
 Attention: Chief Executive Officer

81 OSMOND TERRACE PTY LTD

Address: 206 Magill Road, NORWOOD SA 5067
 Facsimile no: 08 8331 1900
 Attention: Mr Dennis Sims

26. A Notice is deemed to be received:

- 26.1 if hand delivered or affixed in a prominent position on the Land, on delivery or affixing;
- 26.2 if sent by prepaid mail, two Business Days after posting (or seven Business Days after posting if posting to or from a place outside Australia);
- 26.3 if sent by facsimile, at the time and on the day shown in the sender's transmission report, if it shows that the entire Notice was sent to the recipient's facsimile number last Notified by the recipient to the sender,

Provided however that if the Notice is deemed to be received on a day that is not a Business Day or after 5:00pm, the Notice is deemed to be received at 9:00am on the next Business Day.

27. If two or more people comprise a party, Notice to one is effective Notice to all.

COSTS

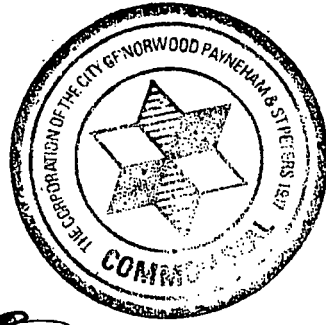
28. The Owner must pay to the Council on demand the Council's reasonable costs and expenses (including legal costs and expenses) of preparing, stamping and noting this Deed.

SEVERANCE

29. If any term or condition of this Deed should for any reason be invalid or unenforceable then that term or condition shall be severed from this Deed without affecting the validity or enforceability of the remainder of the Deed.

EXECUTED as a Deed

The common seal of THE CORPORATION OF THE CITY OF NORWOOD PAYNEHAM AND ST PETERS was affixed in the presence of:



[Handwritten Signature]

Signature of Mayor

ROBERT BRID

Name of Mayor (print)

[Handwritten Signature]

Signature of Chief Executive Officer
(Please delete as applicable)

MARIO BARONE

Name of Chief Executive Officer (print)

Executed by 81 OSMOND TERRACE PTY LTD pursuant to section 127 of the Corporations Act 2001 (Commonwealth)

[Handwritten Signature]

Signature of Director

Name of Director (print)

or

[Handwritten Signature]

Signature of Director/Company Secretary
(Please delete as applicable)

Name of Director/Company Secretary (print)

Signature of Sole Director and Sole Company Secretary

Name of Sole Director and Sole Company Secretary (print)



SCHEDULE 1
AERIAL IMAGE

SCHEDULE 2
PLAN OF DIVISION

PURPOSE:	DIVISION	AREA NAME:	NORWOOD	APPROVED:	SHEET 1 OF 2 <small>25934_text_01_v01</small>
MAP REF:	6628/42/K	COUNCIL:	THE CORPORATION OF THE CITY OF NORWOOD PAYNEHAM AND ST. PETERS	DEPOSITED/FILED:	
LAST PLAN:		DEVELOPMENT NO:			

AGENT DETAILS: VESKA & LOHMEYER PTY LTD 3 ALEXANDRINA ROAD MOUNT BARKER SA 5251 PH: 08 8398 3050 FAX: 08 8398 3850	SURVEYORS CERTIFICATION:
AGENT CODE: LVS1 REFERENCE: 10157	

SUBJECT TITLE DETAILS:

PREFIX	VOLUME	FOLIO	OTHER	PARCEL	NUMBER	PLAN	NUMBER	HUNDRED / IA / DIVISION	TOWN	REFERENCE NUMBER
CT	6002	111		ALLOTMENT(S)	94	F	100127	ADELAIDE		
				ALLOTMENT(S)	95	F	100127	ADELAIDE		
				ALLOTMENT(S)	96	F	100127	ADELAIDE		

OTHER TITLES AFFECTED:

EASEMENT DETAILS:

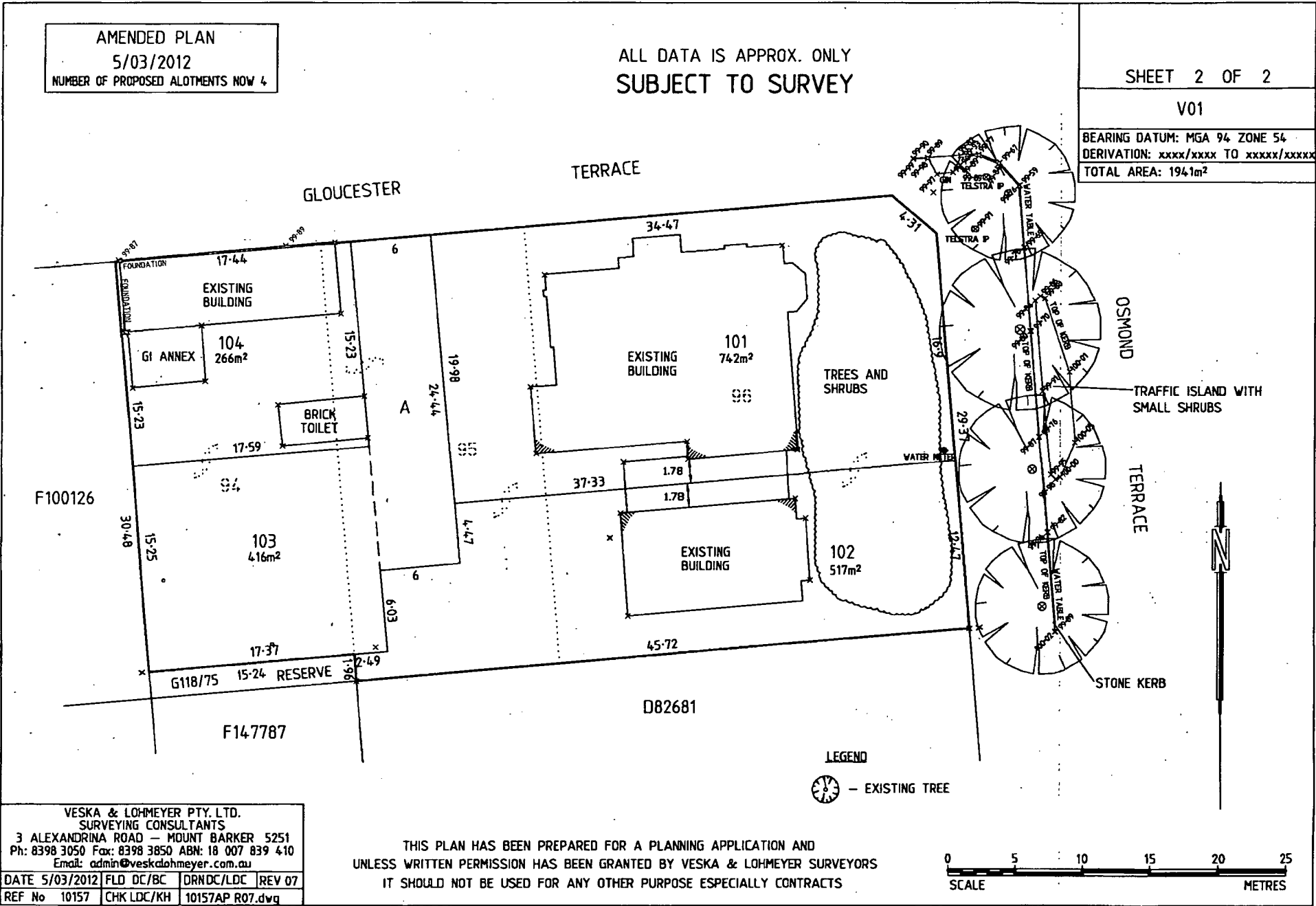
STATUS	LAND BURDENED	FORM	CATEGORY	IDENTIFIER	PURPOSE	IN FAVOUR OF	CREATION
NEW	103	SHORT	FREE AND UNRESTRICTED RIGHT(S) OF WAY	A		101.102.104	

ANNOTATIONS: SUBJECT TO SURVEY & APPROVAL BY THE LTO

AMENDED PLAN
5/03/2012
NUMBER OF PROPOSED ALOTMENTS NOW 4

ALL DATA IS APPROX. ONLY
SUBJECT TO SURVEY

SHEET 2 OF 2
V01
BEARING DATUM: MGA 94 ZONE 54
DERIVATION: XXXX/XXXX TO XXXXX/XXXXX
TOTAL AREA: 1941m²



VESKA & LOHMEYER PTY. LTD.
SURVEYING CONSULTANTS
3 ALEXANDRINA ROAD - MOUNT BARKER 5251
Ph: 8398 3050 Fax: 8398 3850 ABN: 18 007 839 410
Email: admin@veskaandlohmeyer.com.au

DATE 5/03/2012	FLD DC/BC	DRNDC/LDC	REV 07
REF No 10157	CHK LDC/KH	10157AP R07.dwg	


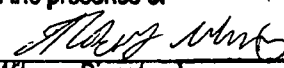
THIS PLAN HAS BEEN PREPARED FOR A PLANNING APPLICATION AND
UNLESS WRITTEN PERMISSION HAS BEEN GRANTED BY VESKA & LOHMEYER SURVEYORS
IT SHOULD NOT BE USED FOR ANY OTHER PURPOSE ESPECIALLY CONTRACTS



SCHEDULE 3


Consents of persons having a legal interest in the Land (*Development Act, 1993* section 57A(12))

NATIONAL AUSTRALIA BANK LIMITED as mortgagee pursuant to Mortgage number 10996841 consents to the Owner entering into this Deed.

<p>NATIONAL AUSTRALIA BANK LIMITED ACN 004 044 937 By its Attorney  Narelle Hunter of 22-28 King William Street, ADELAIDE</p> <p>Level 3 Attorney In the State of South Australia P/A No. 10664492 In the presence of  (Witness Signature) Robert Lindon Whitsy (Print Full Name) 110, 22 King William St Adelaide SA (Print Address) (Phone No.) 8407 6848</p>
--



KOJO PRODUCTIONS PTY LTD as lessee pursuant to Lease numbered 10996842
consents to the Owner entering into this Deed.



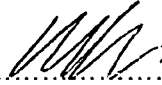
Handwritten signature and date: 23/8/12

KOJO PRODUCTIONS PTY LTD as lessee pursuant to Lease numbered 10996842
consents to the Owner entering into this Deed

EXECUTED by **KOJO PRODUCTIONS PTY LTD** in accordance with Section 127 (1) of
the Corporations Act 2001:



.....
Director



.....
Director/Secretary

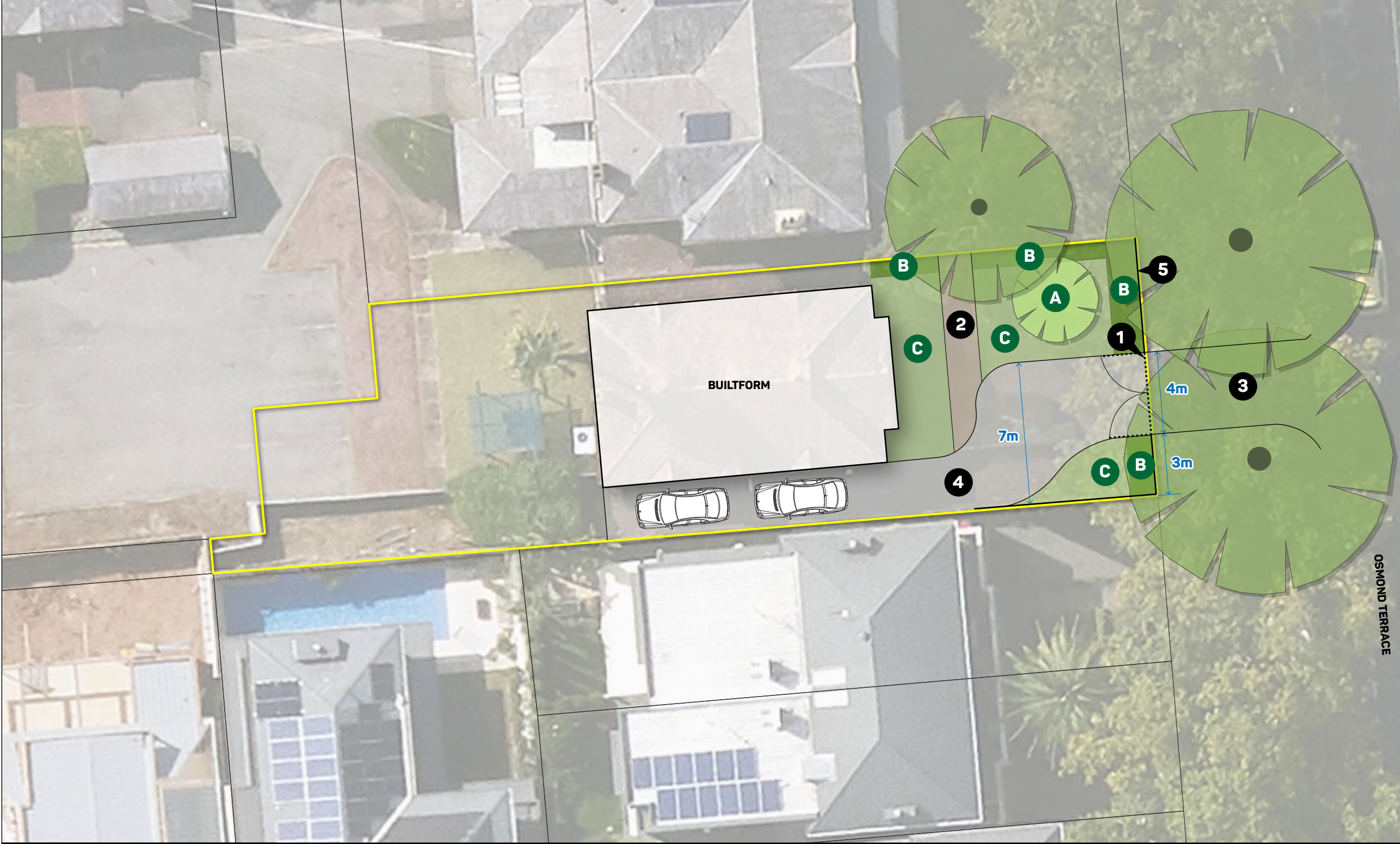
Attachment B

Land Management Agreement Waiver
- 81 Osmond Terrace, Norwood



City of
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Payneham
& St Peters

- LEGEND**
- Site Boundary
 - 1** Proposed removal of section of brush fence and installation of 'heritage style' picket fencing and gate (opens inwards) - 1.3m high
 - 2** Existing Path
 - 3** Proposed Crossover
 - 4** Proposed loose gravel or light grey exposed aggregate concrete driveway
 - 5** Existing Brush Fence - 1.3m high



A CREPE MYRTLE
Lagerstroemia indica



B NEW ZEALAND ROCK LILY
Arthropodium cirratum



B VARIAGATED TURF LILY
Liriope muscari Variegata



C KIDNEY WEED
Dichondra repens

Attachment C

Land Management Agreement Waiver
- 81 Osmond Terrace, Norwood



City of
Norwood
Payneham
& St Peters

HERITAGE IMPACT REPORT

bbarchitects

PROPERTY ADDRESS: **81 Osmond Terrace Norwood**
 APPLICATION NUMBER: **23019832**
 DATE: 20 October 2023
 PROPOSAL: Partial demolition of front fence
 HERITAGE STATUS: LOCAL HERITAGE PLACE
 HERITAGE ADVISOR: David Brown, BB Architects
 PLANNER: Edmund Feary



City of
Norwood
Payneham
& St Peters

ADVICE SOUGHT

No pre Planning Consent advice has been sought from Council's Heritage Advisor by the applicant. I have since met with the applicant at Council's offices to discuss the proposal and options that would be acceptable.

DESCRIPTION

The property contains a group of buildings including the Local Heritage listed two storey mansion. The attached former library is the focus of this application. The site is in the Established Neighbourhood Zone.



PROPOSAL

The proposal is to remove the southern portion of the brush fence to allow for a driveway into the site. The removed section of fence is proposed to be replaced with a painted timber picket fence and gate. There is new landscaping proposed to the front garden area of the site.

COMMENTS

After some negotiations with the applicant, the proposed new traditional picket fence, driveway location and landscaping are a simple considered approach to achieving access to the front of the site. The new fence and gate will be a welcome change from the failing brush fence on the front boundary of the site. The refreshed landscaping forward of the building will also be good outcome for the presentation of the historic building.

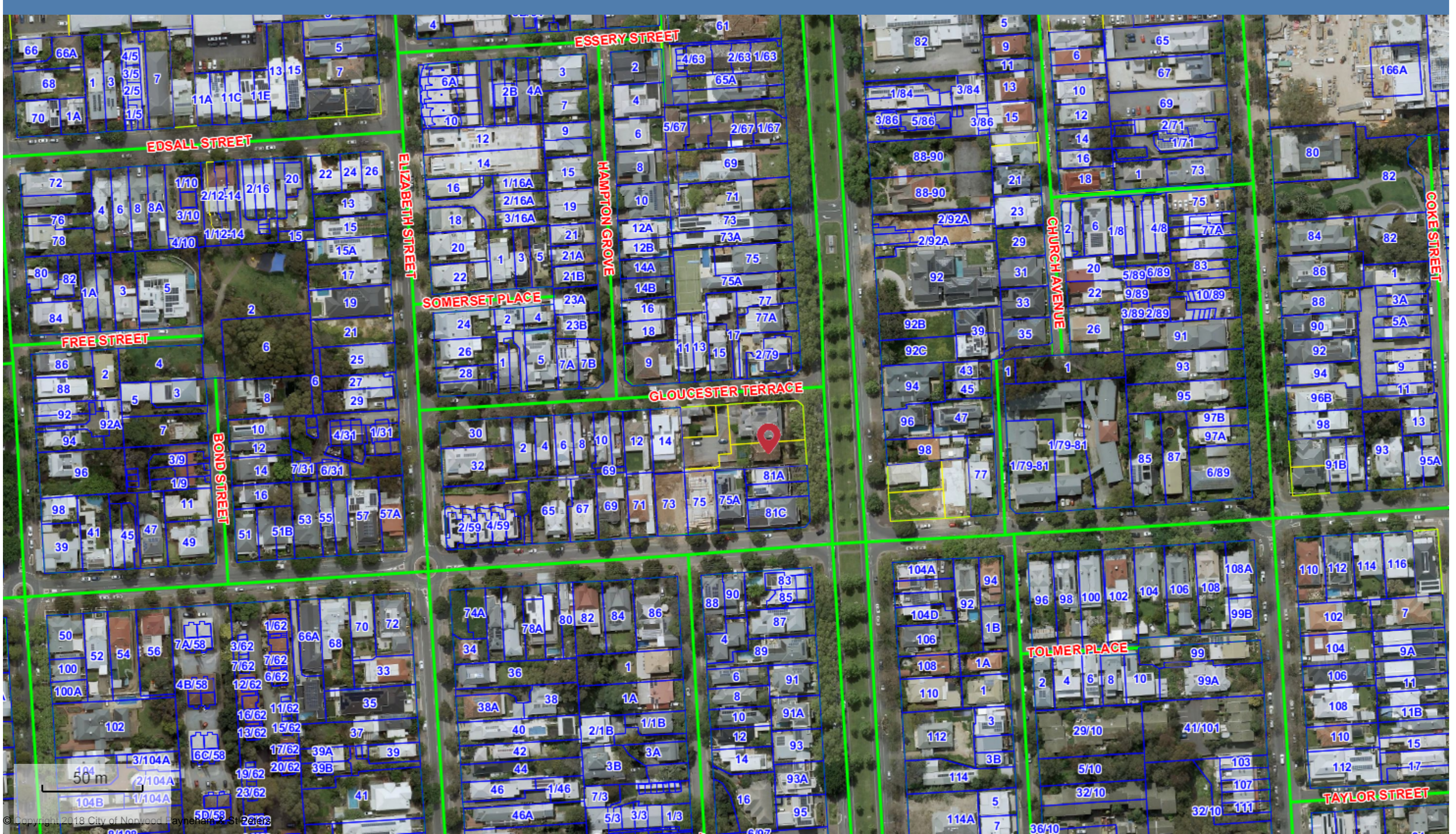
Overall the proposed new works are considered acceptable in terms of their positive impact the adjacent Local Heritage Place and the rest of the buildings within the LMA. The proposed works also appear satisfy the intent of the LMA clauses that cover work to this area.

Attachment D

Land Management Agreement Waiver
- 81 Osmond Terrace, Norwood



City of
Norwood
Payneham
& St Peters



Contact Details

175 The Parade, Norwood
 South Australia 5067
 P: 08 8366 4555 F: 08 8332 6338
 E: townhall@nps.sa.gov.au

Disclaimer

This map is a representation of the information current held by The City of Norwood, Payneham & St Peters. While every effort has been made to ensure the accuracy of the product, Council accepts no responsibility for any errors or omissions. Any feedback on omissions or errors would be appreciated. Data Acknowledgement: Property, Road & Administrator Boundaries - Supplied by Department Environment & Heritage (DEH)

11.7 SCHEDULE OF COUNCIL MEETINGS FOR 2024

REPORT AUTHOR: General Manager, Governance & Civic Affairs
GENERAL MANAGER: Chief Executive Officer
CONTACT NUMBER: 8366 4549
FILE REFERENCE: qA66130
ATTACHMENTS: A

PURPOSE OF REPORT

The purpose of the report is to present for the Council's approval, the draft 2024 Schedule of Council Meetings and the proposed date for the January 2024 Council meeting.

BACKGROUND

Pursuant to Sections 81 and 87 of the *Local Government Act 1999*, the Council is required to appoint the times and places for Ordinary Meetings of the Council.

Previously and most recently at its meeting held on 1 November 2021, the Council resolved that Ordinary Meetings of the Council, are held in the Council Chambers, Norwood Town Hall, commencing at 7.00pm on the first Monday of each month, unless otherwise determined by the Council. In addition, the Council has determined that Council Meetings will conclude by 11.00pm.

In the event of a Public Holiday occurring on the first Monday of the month, all meetings regularly scheduled for the first Monday, have been held on the first Tuesday of the month, unless otherwise determined by the Council.

A draft Schedule of Meetings for 2024 has been prepared for consideration by the Council, based on the convention (ie previous Council resolutions), of conducting Council meetings on the first Monday of the month.

A copy of the Schedule of Meetings for 2024 is contained in **Attachment A**.

RELEVANT POLICIES & STRATEGIC DIRECTIONS

Not Applicable.

DISCUSSION

Current arrangements in respect to the scheduling of meetings has worked well and in order to ensure consistency and stability, it is recommended that this schedule be followed in 2024, with one exception, that being, the date of the January 2024 Ordinary Council meeting.

To this end, in 2024 the proposed date for the January Council Meeting is 22 January 2024. As has been the case in previous years, this provides for a two (2) week gap between the January Ordinary Meeting of the Council and the scheduled Ordinary Council Meeting in February.

The Schedule of Council Meetings for 2024, therefore includes Monday, 22 January 2024, as the recommended date of the first Ordinary Meeting of the Council for 2024, however this can be amended to reflect whatever date the Council determines for the first Ordinary Meeting of the Council.

During 2024, there are two (2) Ordinary Meetings of the Council which will be affected by a Public Holiday, namely, the April and October Council meetings, which are the Easter Monday Public Holiday and Labour Day Public Holiday. The attached Schedule of Meetings for 2024, therefore, in keeping with past practice, indicates that the April meeting will be held on Tuesday, 2 April 2024 and the October meeting will be held on Tuesday, 8 October 2024.

OPTIONS

The Council can determine that the January 2024 Ordinary Meeting of the Council be held on Monday, 22 January 2024 and determine the Schedule of Council meetings in accordance with the attached Schedule of Meetings 2024 or it can determine an alternative date for the January 2024 Council meeting and an alternative schedule for Council meetings during 2024.

CONCLUSION

Determination of the times and places for ordinary meetings of the Council, will ensure compliance with the requirements of the *Local Government Act 1999* and enables these dates and times to be communicated to the community.

COMMENTS

Nil.

RECOMMENDATION

1. That the first Ordinary Meeting of the Council for 2024, be held on Monday, 22 January 2024, commencing at 7.00pm in the Council Chambers, Norwood Town Hall.
2. That the Ordinary Meetings of the Council be held on the first Monday of each calendar month, in accordance with the Schedule of Council Meetings 2024 (Attachment A).
3. That the Council meetings affected by a Public Holiday, be held on the first Tuesday of the month, in accordance with the Schedule of Council Meetings 2024 (Attachment A).

Attachments – Item 11.7

Attachment A

Schedule of Council Meetings for 2024

City of Norwood Payneham & St Peters
175 The Parade, Norwood SA 5067

Telephone 8366 4555
Facsimile 8332 6338
Email townhall@npsp.sa.gov.au
Website www.npsp.sa.gov.au



City of
**Norwood
Payneham
& St Peters**

2024 Schedule of Council Meetings

Day	Date	Time	Location
Monday	22 January	7.00-11.00pm	Council Chambers, Norwood Town Hall
Monday	5 February	7.00-11.00pm	Council Chambers, Norwood Town Hall
Monday	4 March	7.00-11.00pm	Council Chambers, Norwood Town Hall
Tuesday	2 April*	7.00-11.00pm	Council Chambers, Norwood Town Hall
Monday	6 May	7.00-11.00pm	Council Chambers, Norwood Town Hall
Monday	3 June	7.00-11.00pm	Council Chambers, Norwood Town Hall
Monday	1 July	7.00-11.00pm	Council Chambers, Norwood Town Hall
Monday	5 August	7.00-11.00pm	Council Chambers, Norwood Town Hall
Monday	2 September	7.00-11.00pm	Council Chambers, Norwood Town Hall
Tuesday	8 October*	7.00-11.00pm	Council Chambers, Norwood Town Hall
Monday	4 November	7.00-11.00pm	Council Chambers, Norwood Town Hall
Monday	2 December	7.00-11.00pm	Council Chambers, Norwood Town Hall

* Meetings re-scheduled to the first Tuesday of the month as the first Monday is a Public Holiday.

City of Norwood Payneham & St Peters
175 The Parade, Norwood SA 5067

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Facsimile 8332 6338
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City of
Norwood
Payneham
& St Peters

12. ADOPTION OF COMMITTEE MINUTES

REPORT AUTHOR: General Manager, Governance & Community Affairs
GENERAL MANAGER: Chief Executive Officer
CONTACT NUMBER: 8366 4549
FILE REFERENCE: Not Applicable
ATTACHMENTS: A - B

PURPOSE OF REPORT

The purpose of the report is to present to the Council the Minutes of the following Committee Meetings for the Council's consideration and adoption of the recommendations contained within the Minutes:

- Norwood Parade Precinct Committee – (24 October 2023)
(A copy of the Minutes of the Norwood Parade Precinct Committee meeting is contained within **Attachment A**)
- Audit & Risk Committee – (1 November 2023)
(A copy of the Minutes of the Audit & Risk Committee meeting is contained within **Attachment B**)

ADOPTION OF COMMITTEE MINUTES

- **Norwood Parade Precinct Committee**

That the minutes of the meeting of the Norwood Parade Precinct Committee held on 24 October 2023, be received and that the resolutions set out therein as recommendations to the Council are adopted as decisions of the Council.

- **Audit & Risk Committee**

That the minutes of the meeting of the Audit & Risk Committee held on 1 November 2023, be received and that the resolutions set out therein as recommendations to the Council are adopted as decisions of the Council.

Attachment A

Adoption of Committee Minutes Norwood Parade Precinct Committee

City of Norwood Payneham & St Peters
175 The Parade, Norwood SA 5067

Telephone 8366 4555
Facsimile 8332 6338
Email townhall@npsp.sa.gov.au
Website www.npsp.sa.gov.au



City of
**Norwood
Payneham
& St Peters**

Norwood Parade Precinct Committee Minutes

24 October 2023

Our Vision

*A City which values its heritage, cultural diversity,
sense of place and natural environment.*

*A progressive City which is prosperous, sustainable
and socially cohesive, with a strong community spirit.*

City of Norwood Payneham & St Peters
175 The Parade, Norwood SA 5067

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City of
Norwood
Payneham
& St Peters

Page No.

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- 3. NORWOOD PARADE PRECINCT NEWS..... 1
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- 6. OTHER BUSINESS..... 20
- 7. NEXT MEETING..... 20
- 8. CLOSURE 20

VENUE Mayors Parlour, Norwood Town Hall

HOUR 6.30pm

PRESENT

Committee Members Mayor Robert Bria (Presiding Member)
 Cr Sue Whittington
 Cr John Callisto
 Cr Victoria McFarlane
 Ms Brigitte Zonta (entered the meeting at 6.31pm)
 Ms Hannah Waterson
 Mr Joshua Baldwin
 Mr Mario Boscaini
 Mr Rik Fisher
 Mr Tom McClure

Staff Mario Barone (Chief Executive Officer)
 Keke Michalos (Manager, Economic Development & Strategy)
 Claire Betchley (Co-ordinator, Events & Marketing)

APOLOGIES Cr Josh Robinson, Mr William Swale

ABSENT Mr Michael Zito

TERMS OF REFERENCE:

The Norwood Parade Precinct Committee is established to fulfil the following functions:

- *To develop and have oversight of the Annual Business Plan and Budget based on the Separate Rate for The Parade Precinct.*
- *The Budget developed by the Norwood Parade Precinct Committee must be considered in conjunction with the Annual Business Plan and the amount recommended to the Council for approval by the Council, is required to meet the objectives set out in the Annual Business Plan.*
- *To have oversight of the implementation of the Annual Business Plan as approved by the Council.*
- *Through the initiatives as set out in the Annual Business Plan ensure the development and promotion of The Parade as a vibrant shopping, leisure and cultural destination for businesses, residents and visitors.*
- *To initiate and encourage communication between businesses within the Precinct.*

1. CONFIRMATION OF MINUTES OF THE NORWOOD PARADE PRECINCT COMMITTEE MEETING HELD ON 5 SEPTEMBER 2023

Ms Brigitte Zonta entered the meeting at 6.31pm.

Cr Callisto moved that the Minutes of the Norwood Parade Precinct Committee meeting held on 5 September 2023 be taken as read and confirmed. Seconded by Cr Whittington and carried unanimously.

2. PRESIDING MEMBER'S COMMUNICATION

Nil

3. NORWOOD PARADE PRECINCT NEWS

Nil

4. STAFF PRESENTATION

Council's Co-ordinator, Events & Marketing provided an update on The Parade Influencer Campaign 2023 to the Committee.

5. STAFF REPORTS

5.1 PROGRESS ON THE IMPLEMENTATION OF THE 2023-2024 ANNUAL BUSINESS PLAN

REPORT AUTHOR: Economic Development Officer
GENERAL MANAGER: Chief Executive Officer
CONTACT NUMBER: 8366 4512
FILE REFERENCE: qA119911
ATTACHMENTS: A

PURPOSE OF REPORT

The purpose of this report is to provide the Norwood Parade Precinct Committee, with an update on the implementation of the *2023-2024 Norwood Parade Precinct Annual Business Plan*.

BACKGROUND

At its meeting held on Tuesday 16 May 2023, the Committee endorsed the *2023-2024 Annual Business Plan* for The Parade Precinct and resolved to forward it to the Council for its endorsement. Subsequently, the Council endorsed the Annual Business Plan at its meeting held on Monday 10 July 2023.

For the 2023-2024 financial year, the value of the Separate Rate on The Parade Precinct Traders, which is raised and collected by the Council, is \$215,000. In addition, \$83,839.46 has been carried forward from the 2022-2023 Budget, making the total of the 2023-2024 Budget \$298,839.46.

Of the \$83,839.46, which has been carried forward, a total of \$46,000 has been allocated to a number of initiatives, which have been previously endorsed by the Committee. A total of \$10,000 has been allocated for the design and purchase of Christmas banners, \$10,000 has been allocated for the purchase of Parade branded merchandise, \$20,000 for a digital marketing campaign and a total of \$6,000, to deliver the remaining part of the 2023 major competition prize. The remaining \$37,839.46 has been allocated for the purchase of Christmas decorations, which is discussed in more detail in Section 3.1 of this report.

A summary of the overall budget, expenditure and amount currently allocated is contained in **Attachment A**.

DISCUSSION

1. STRATEGY 1: EVENTS & PLACEMAKING

1.1 2023 A DAY OF FASHION

A Day of Fashion was held on Saturday 14 October 2023, with the objective of attracting visitation to The Parade and encouraging expenditure. The day comprised of in-store offers and experiences and two (2) sessions for the Norwood Clothes Swap event.

In total, there were 36 in-store offers and experiences from a range of businesses within The Parade Precinct. Ranging from 20% off storewide to in-store styling sessions. Disappointingly this was a significant drop from last year where 65 business participated with different offers and experiences. Analysis of the event will be undertaken by staff to determine why there has been such a large reduction in participation by traders. The results of the investigations will be presented to the Committee at its next meeting.

The Norwood Clothes Swap, which capitalised on the inaugural success of the 2022 Sip & Swap event, proved once again to be popular, with two (2) sessions facilitated to accommodate the increased demand. Approximately 230 people with 2,300 garments of clothing participated in the event. Each participant was allowed to bring ten (10) items of their own clothing that they were willing to part with, in exchange for the opportunity to find ten (10) other items of clothing to take home with them. Due to the popularity of the event in 2022, it was moved from the Don Pyatt Hall to the Norwood Concert Hall (for this year's event). All unclaimed items of clothing were then donated to the various opportunity shops within The Parade Precinct. In recognition of today's disposable society, this event brings attention to the need to recycle and reuse clothing, ensuring it does not go to landfill.

Throughout the day and at various locations along The Parade, there was live music, which added to the atmosphere of the event. Parade branded caps were also distributed to various members of the community who had demonstrated that they had shopped along The Parade as part of A Day of Fashion.

The lead up to A Day of Fashion, as well as the day itself, was promoted through both print and digital media using both internal and external providers. The \$30,000 budget previously allocated by the Committee was sufficient in covering the operational costs, as well as the marketing and promotional opportunities.

2. STRATEGY 2: MARKETING & COMMUNICATIONS

2.1 DIGITAL MARKETING CAMPAIGN

At its meeting held on Tuesday 16 May 2023 the Committee endorsed the following regarding a digital marketing campaign for The Parade:

- 3. That \$20,000 from the 'Marketing & Communications' budget be allocated to a digital marketing campaign, which is measurable.*

This was subsequently endorsed by the Council at its meeting held on 5 June 2023.

A Project Brief, outlining the requirements of this Project, including the target audience, key objectives, and content pillars, which include health and wellbeing, food/drink and dining and fashion/lifestyle was prepared and sent to four (4) businesses. The campaign was split into two (2) components, the 'Influencer Marketing and Social Media Management' component and the 'Ad Spend and Agency Services' component.

Following the assessment of the submissions received, Say Cheese Social and Online Path were appointed to deliver the respective components of the digital marketing campaign, which had been initially set as a three (3) month campaign.

A presentation on the progress of the campaign will be delivered by the Council's Coordinator, Events & Marketing, at the Committee meeting.

Should the Committee wish to extend the campaign, it can choose to allocate an additional budget of up to \$20,000 from the 'Marketing & Communications' budget to enable the digital marketing campaign to continue.

3. STRATEGY 3: IDENTITY & BRAND

3.1 CHRISTMAS DECORATIONS 2023

At its meeting held on Tuesday 5 September 2023 the Committee endorsed the following with regards to the purchase of new Christmas decorations to install as part of the 2023 display:

- 4. That \$45,000 be allocated for the purchase, installation and transport of the two (2) giant walk through stars from Visual Inspirations.*

Following negotiations with Visual Inspirations to ensure the cost was within the allocated budget, the two (2) giant walk through stars were purchased and have been delivered. Engineering work is currently being undertaken to ensure that when the stars are installed, they are safe for the community to engage with. These decorations will be installed on Tuesday 14 November 2023 during the evening and will be removed on Tuesday 2 January 2023.

The three (3) large, illuminated Christmas trees are still in the process of being sold with communications occurring with Evans Clarke National to have the items listed on their website and made available for sale.

4.1 CHRISTMAS BANNERS

At its meeting held on Tuesday 11 July 2023, the Committee endorsed the following with regards to the design and installation of new Christmas on The Parade street pole banners:

5. *That \$10,000 be carried forward from the 2022-2023 budget for the design and purchase of new Christmas on Parade branded street pole banners.*

The new banners are currently being designed by the Council's Graphic Design Unit. Once completed they will be sent to print and installed on Monday 13 November 2023. The new banners will maintain The Parade brand and will incorporate a Christmas feel.

3.3 ANNUAL PARADE SHOPPING COMPETITION

At its meeting held on Tuesday 5 September 2023, the *Norwood Parade Precinct Committee* endorsed the following with regards to the 2023-2024 Parade Annual Shopping Competition:

6. *That staff investigate a range of competition prizes and potential traders as partners for the competition and present a report for the Committee's consideration at its next meeting.*

Staff subsequently undertook investigations and approached several businesses within The Parade Precinct for potential prizes, as well as the following four (4) businesses for major prize options:

- Jarvis Group of Companies (Jarvis Ford and Jarvis Subaru in the Council area);
- Top Deck Travel Norwood;
- Flight Centre Norwood; and
- Phil Hoffmann Travel Norwood.

A detailed report outlining the options for the competition is contained under a separate cover within this Agenda. The report also addresses competition models, timing and budget.

UPDATE ON MATTERS RAISED BY THE COMMITTEE

Investigations into power along the median

As previously advised, in August 2023, the Council engaged Rawsons Electrical to complete an initial investigation of power supply to The Parade median where power point outlets were present. Rawsons Electrical have provided a high-level cost estimate based on what work may be needed to restore power to the existing outlets. The work and the costs are based on the assumption that there is an ability to restore the power and there is no existing damage (from tree roots) to the supply conduit. If the work required is significantly greater than the estimated cost will increase significantly.

Rawsons Electrical has indicated the following work is required:

- arrange traffic control to work on island after hours;
- disconnect four (4) current GPOs fixed to tree trunks;
- dig, hold and follow conduit down around 400mm (which may not be possible due to tree roots as current GPO's were likely installed in the early 90's);
- install a concrete base and install steel support to protect cable from mechanical damage; and
- install a metal lockable box with double GPO inside, replace current circuit breaker, disconnect PE cell and test all outlets.

This work is quoted as being \$6,300 (excl. GST).

It should be noted that any work undertaken by the Council may be impacted upon by the implementation of The Parade Masterplan, which is factoring in additional capacity to ensure power is available at various points along the street.

Power supply at the intersection of The Parade and George Street

As the Committee is aware, a power supply was previously available in the vicinity of The Parade and George Street intersection prior to the recent installation of the right turn lanes. The conduits which were previously installed in the median island were decommissioned during the construction works. This means that even though cabling may be left in the conduits, it would need to be removed and new cabling would need to be installed.

Given that the median islands are extremely congested with tree roots, which have grown and have taken up all the space in the median, there is a likelihood that the growth of the tree roots would have also moved the conduit locations and may have also damaged the conduits to an extent that they cannot be used safely (ie meaning that they would need to be reinstalled).

The other issue with the existing conduits is their size (i.e., they are 50 mm in diameter), making it difficult to upgrade or install additional cables. Rawsons Electrical have inspected the remnant pits located near the right turn lanes and their advice is that they would not recommend reinstalling cabling into these locations as it is unknown if any cabling could be successfully and safely installed. In addition, given the logistics associated with delivering this work (ie the need to undertake the work as night works), and the fact that the conduits are buried (meaning that a hydrovac may need to be used to avoid damaging the tree roots during the excavation), reinstating this power supply would be extremely expensive.

Whilst it is not recommended that any new conduits be installed in the median, installing conduits in the footpath would be possible. This would require the Council installing power supplies and conduits in the footpaths, which would then become Council owned assets.

Utilising SAPN poles for power

SAPN own all the street light poles, lights and associated infrastructure on The Parade and have advised that they will not allow the Council to introduce their own power supply within the street lighting poles, for any other uses including pedestrian lighting. This has been investigated as part of progressing the detail design for implementation of The Parade Masterplan. The governance issues, difficulties with metering, and the safety issues associated with different people maintaining different power supplies on the same pole, preclude this option from being progressed.

Given that a power supply cannot be obtained from the SAPN poles, what options does the Council have?

Option 1 – The Council could take ownership of all the lighting for The Parade which will require installation of a new electrical system including switch boards, conduits pits, light poles and light fittings. This exercise would cost in the order of over several million dollars and would then require the Council to undertake the ongoing maintenance of The Parade, which would be a significant ongoing operational cost.

Option 2 – The Council could install its own pedestrian lighting and lighting supplies for elements such as Christmas lighting, which will require the Council to have its own metered power supply. This needs to be considered as a whole, as all of the elements which constitute The Parade streetscape need to be located within the footpaths that are already congested with other utility services. If this option was supported and implemented, the metered supply for the Council owned electrical infrastructure will require switchboards to house the supply points and any control systems for the lighting. The switchboard locations would need to be located above ground on footpaths and would need to be considered as part of the broader vision for The Parade and in association with all the other elements such as trees, street furniture, outdoor dining, shop displays, existing light poles and new pedestrian light poles, which will form part of the redesign of The Parade.

Any new electrical infrastructure will need to be co-ordinated with the other services located within the street / footpaths and will need to meet the separation requirements of all other service authorities, to ensure that the electrical conduits can be installed and that there is minimal disruption to the footpaths and businesses which operate on The Parade. It will be essential to undertake investigative works such as potholing to confirm that any new electrical infrastructure can be installed in an efficient manner with minimal disruption.

Given that infrastructure is beyond the scope and is not the responsibility of this Committee it is recommended that the concerns and aspirations of the Committee be presented to the relevant Council staff for consideration as part of the detail design for the entire Parade streetscape, which will have all the new elements co-ordinated to ensure that these issues are at the very least taken into consideration.

RECOMMENDATION

1. That the report be received and noted.
 2. That the Committee allocates an additional \$20,000 from the 'Marketing & Communications' budget to the Digital Marketing Campaign, bringing the total budget allocated to this initiative to \$40,000.
-

Cr McFarlane moved:

1. *That the report be received and noted.*
2. *That the Committee allocates an additional \$20,000 from the 'Marketing & Communications' budget to the Digital Marketing Campaign, bringing the total budget allocated to this initiative to \$40,000.*
3. (a) *That the Committee allocates up to \$10,000 for the development of a Christmas Decorations Strategy for The Parade, which includes the locations along The Parade for the installation of the Christmas decorations; and*

(b) *that the infrastructure requirements for the Christmas decorations be incorporated into the detail design stage of The Parade Masterplan.*

Seconded by Mr Mario Boscaini and carried unanimously.

5.2 2024 AFL GATHER ROUND – MARKETING & ACTIVATION OF THE PARADE PRECINCT

REPORT AUTHOR: Economic Development Officer
GENERAL MANAGER: Chief Executive Officer
CONTACT NUMBER: 8366 4512
FILE REFERENCE: qA119911
ATTACHMENTS: A

PURPOSE OF REPORT

The purpose of this report is to provide the Committee with an update on the upcoming 2024 AFL Gather Round.

BACKGROUND

In late 2022, the AFL announced that it would be adding an additional round to the 2023 football season. This additional round was in the form of Round 5 in the official AFL 2023 fixture, which was referred to as the 'Gather Round'. This round of AFL Football featured all eighteen (18) teams playing all nine (9) games in South Australia. The nine (9) games were played at three (3) locations - six (6) games at Adelaide Oval, two (2) games at Norwood Oval and one (1) game in Mount Barker. This round commenced on Thursday 13 April 2023 and concluded on Sunday 16 April 2023.

The two (2) games played at Norwood Oval took place on Friday 14 April 2023, featuring Fremantle and Gold Coast and Sunday 16 April 2023, featuring Greater Western Sydney and Hawthorn. Both games were sold out and attracted over 9,000 spectators/visitors to The Parade Precinct. Both games were also broadcast nationally on free to air TV via the AFL's broadcast partner, Seven and on subscription services (i.e. Kayo and Foxtel).

At the conclusion of the inaugural AFL Gather Round, the AFL announced that South Australia would be the host state for the next three (3) AFL Gather Rounds through until 2026. The Council is currently awaiting an announcement from the State Government regarding the venues for the games.

Should Norwood Oval be selected to host one or more of the 2024 Gather Round games, this will once again create a huge opportunity for the Council together with the Norwood Parade Precinct businesses to showcase what The Parade and more broadly, what the City of Norwood Payneham & St Peters has to offer. With 2024 being the second iteration of the AFL Gather Round, this weekend long festival of footy is sure to capitalise on its inaugural success and be bigger and better.

RELEVANT STRATEGIC DIRECTIONS & POLICIES

The relevant Strategies and Actions of the Council's *2021-2026 Economic Development Strategy* are provided below.

- Strategy 2.2** *Support the City's vibrant mainstreet precincts.*
Action 2.2.1 *Continue to develop and implement precinct marketing campaigns for the City's key precincts including Kent Town, Payneham Road, Magill Road and The Parade, and the Glynde and Stepney suburbs.*
- Strategy 2.3** *Facilitate the activation of key spaces and precincts in the City.*
Action 2.2.3 *Assist businesses to leverage the City of Norwood Payneham & St Peters, City of Adelaide and State Government event calendars.*

The relevant Strategies and Actions of the *2022-2023 Norwood Parade Precinct Annual Business Plan* are provided below.

- Strategy 1** *Events & Activations*
Action 1.1 *Support the Council's current major events held on The Parade including; Tour Down Under, Norwood Christmas Pageant and an annual fashion event and investigate options to host similar smaller events and activations throughout the year.*

Strategy 2 *Marketing & Communication*

Action 2.3 Develop and implement advertising campaigns promoting The Parade across a wide variety of mediums to increase visitation from the wider Adelaide region.

Strategy 3 *Identity & Brand*

Action 3.1 *Provide targeted sponsorship to external events and activities aimed at increasing patronage to The Parade for the benefit of all businesses in the Precinct.*

Action 3.2 *Implement signage and street decorations to promote specific campaigns, events and activities associated with the Precinct, in particular during the Christmas period.*

FINANCIAL AND BUDGET IMPLICATIONS

At this stage there is no financial assistance being provided by the State Government or the AFL for any activation outside of Norwood Oval. As such, all costs associated with the marketing, promotion and activation of The Parade during the Gather Round, will be the responsibility of the Council and the Norwood Football Club.

As part of the 2023-2024 Budget, the Council allocated \$100,000 for the activations associated with the 2024 Gather Round (should Norwood Oval be nominated to host one or more games).

The *2023-2024 Norwood Parade Precinct Annual Business Plan* sets out the high-level strategies for expenditure of The Parade Separate Rate. Should the Committee choose to allocate funds from the *2023-2024 Norwood Parade Annual Business Plan*, for the marketing, promotion and activation of the Precinct as part of the Gather Round, it is proposed that the funding allocated from the 'Events & Placemaking', 'Marketing & Communications' and 'Identity & Brand' Strategies, which best align with the event/activation of The Parade associated with Gather Round.

DISCUSSION

The AFL is Australia's most attended live sport and spectators and supporters are likely to travel from across Australia to watch their team play. Therefore, it can be assumed that a large percentage of the spectators that will attend the games, will be interstate visitors together with supporters of the teams who live within South Australia. Either way, they contribute to the visitor economy and create an opportunity to capitalise on their attendance.

The capacity of Norwood Oval as determined by the AFL is approximately 10,000 and as occurred this year, the games will be sold to capacity.

- 2023 Economic Impact

The inaugural AFL Gather Round had a significant impact economically across the entire State and the impacts locally in Norwood were no different. The expenditure across the entire weekend on 'Dining & Entertainment' in Norwood equated to approximately \$2.2million, which was the largest combined weekend of expenditure in that category of expenditure within Norwood of all data that the Council has access to. It was \$167,566 more than the next best performing combined weekend and approximately \$732,000 more than the combined expenditure for most weekends.

The Friday twilight game at Norwood Oval resulted in \$876,594 of expenditure on 'Dining & Entertainment' in Norwood, which was the single largest daily expenditure in that category in Norwood of all data the Council has access to. The Sunday afternoon game at Norwood Oval resulted in \$774,174 of expenditure, which was the eleventh single largest daily expenditure amount in that category in Norwood of all data the Council has access to.

Whilst this data highlights that food and beverage were extremely well patronised over the course of the Gather Round weekend. The Parade and the City as a whole, benefited from the event, with total expenditure across the City being the second highest for 2023. Therefore, should Norwood Oval be successful in securing one or more games, an opportunity exists to ensure that all businesses are involved in some way, to further capitalise on the increased visitation and expenditure.

- Proposed 2024 AFL Gather Round Festivities for The Parade, Norwood

Taking into consideration the impact of 2023 Gather Round, should Norwood Oval be successful in securing one or more games, it is recommended that a Precinct wide approach be undertaken to capitalise on the increased visitation to The Parade Precinct. The aim of the Precinct wide approach will be to encourage the people that come for the game, to visit Precinct businesses before and/or after the game to enjoy everything The Parade has to offer.

Council Staff are investigating a number of initiatives to involve businesses in the AFL Gather Round festivities, including:

- in-store offers at businesses;
- street activations;
- live music;
- lunch events;
- player appearances;
- digital competitions; and
- general marketing and promotion (digital and print).

The more businesses that get involved in all of these initiatives the greater the atmosphere within the Precinct during this period and the greater the economic and marketing return for businesses.

Once venues are announced, Council Staff will engage with businesses within the Precinct (and across the City) in a number of ways, to encourage greater participation and involvement from businesses. Businesses within The Parade Precinct will be specifically approached. In the first instance, hotels within the Precinct will be encouraged to go bigger and better than their 2023 involvement and this will then be followed by encouraging and enlisting all Parade Precinct businesses to get involved in some capacity. Whether it be an in-store offer when a Norwood Oval game day ticket is shown, dressing the store up in team colours or having staff members wear team colours, there are a number of ways businesses can get involved.

The Council will be coordinating and undertaking marketing, promotion and activation of The Parade Precinct during the AFL Gather Round. The details and the scope of this work will be developed once the announcement from the AFL is made. The Norwood Parade Precinct Committee does have funds available to allocate for the 2024 AFL Gather Round, should it choose to do so, with the relevant Strategies and remaining funds outlined in **Attachment A**. It is intended that the funds allocated by the Committee will be used for marketing and promotion of the Precinct.

OPTIONS

The Norwood Parade Precinct Committee has a number of options available to it with regards to a financial contribution to assist with marketing, promoting and activating The Parade Precinct as part of the 2024 AFL Gather Round. The options available to the Committee are outlined below.

Option 1

The Norwood Parade Precinct Committee can choose to allocate \$25,000 from a combination of the 'Events & Placemaking', 'Marketing & Communications' and 'Identity & Brand' Strategies in the *2023-2024 Norwood Parade Annual Business Plan* to assist with general marketing, promotion and activation of The Parade Precinct as part of the 2024 AFL Gather Round.

This option is the **recommended** option.

Option 2

The Norwood Parade Precinct Committee can choose to allocate a different amount than the recommended amount.

This option is **not recommended**.

Option 3

The Norwood Parade Precinct Committee can choose not to allocate funds towards the marketing, promotion and activation of The Parade Precinct as part of the 2024 AFL Gather Round. Making this decision, would be a missed opportunity as The Parade will be elevated onto the national stage. Every opportunity to capitalise on this and promote The Parade, commencing from the time the venues are announced, will deliver long term benefits for the Precinct.

This option is **not recommended**.

CONCLUSION

The 2024 AFL Gather Round, which will feature all nine (9) games and eighteen (18) AFL teams playing in South Australia and will be held in April 2024 and will again result in an increase in visitation and expenditure throughout the State and within The Parade Precinct, should Norwood Oval be successful in obtaining at least one game. Based on the support it received in 2023, the Parade Precinct is well placed to market and promote itself on the national stage once again, as well as create a better and more unique precinct atmosphere, which encourages and takes advantage of the increased visitation and expenditure.

COMMENTS

As the Premier Mainstreet in South Australia, the opportunity to host AFL games at Norwood Oval will be a great opportunity for the City of Norwood Payneham & St Peters to showcase The Parade to visitors as well as the local community.

RECOMMENDATION

That \$25,000 from a combination of the 'Events & Activations', 'Marketing & Communication' and 'Identity & Brand' Strategies in the *2022-2023 Norwood Parade Precinct Annual Business Plan* be allocated to assist with the marketing, promotion and activation of The Parade Precinct as part of the 2024 AFL Gather Round, in the event that the State Government and the AFL make the decision to schedule one or more games at Norwood Oval.

Cr McFarlane moved:

That \$25,000 from a combination of the 'Events & Activations', 'Marketing & Communication' and 'Identity & Brand' Strategies in the 2022-2023 Norwood Parade Precinct Annual Business Plan, be allocated to assist with the marketing, promotion and activation of The Parade Precinct as part of the 2024 AFL Gather Round, in the event that the State Government and the AFL make the decision to schedule one or more games at Norwood Oval.

Seconded by Mr Joshua Baldwin and carried unanimously.

5.3 NORWOOD PARADE PRECINCT ANNUAL SHOPPING COMPETITION 2024

REPORT AUTHOR: Economic Development Officer
GENERAL MANAGER: Chief Executive Officer
CONTACT NUMBER: 8366 4512
FILE REFERENCE: qA119911
ATTACHMENTS: Nil

PURPOSE OF REPORT

The purpose of this report is to present to the *Norwood Parade Precinct Committee*, options for The Parade Precinct annual shopping competition to be held in 2024.

BACKGROUND

At its meeting held on Tuesday 5 September 2023, the *Norwood Parade Precinct Committee* endorsed the following:

3. *That staff investigate a range of competition prizes and potential traders as partners for the competition and present a report for the Committee's consideration at its next meeting.*

This was subsequently endorsed by the Council at its special meeting held on Monday 11 September 2023.

Each financial year, a shopping competition is conducted within The Parade Precinct to encourage greater visitation and expenditure within the Precinct. An attractive prize is often successful at achieving an increase in visitation and expenditure and is generally the reason why main streets around Australia run an annual shopping competition. Previous Parade Precinct shopping competition prizes have included:

- Shop The Parade & Cruise Europe (2022-2023);
- Win a FIAT 500 on The Parade (2021-2022);
- Book a Holiday – Win a Holiday (2020-2021);
- Rediscover The Parade – Shop to Win (2019-2020);
- Summer in Sorrento (2018-2019);
- Caroma Bathroom Makeover (2017-2018); and
- Parade to Paris (2016-2017).

As outlined above, the annual competition has offered varying prizes over the years, however the method of entering these competitions has largely remained the same, whereby a transaction over a certain value at any Precinct business qualifies that person as eligible to enter the competition. This method of entering the competition, ensures expenditure is occurring within the Precinct.

Outlined below is a summary of *Shop The Parade & Cruise Europe* competition, which ran for a period of six (6) weeks:

- 2,912 entries at an average of 67.7 entries per day;
- \$482,327.73 of direct expenditure within The Parade Precinct with an average spend of \$165.63 per transaction;
- 159 different businesses received at least one (1) purchase which resulted in an entry;
- there were entrants from approximately 158 different suburbs around Australia; and
- 52.2% of entrants were aged 55 or over (this is reflective of previous competitions).

Table 1 below provides a comparison of the last four (4) major competitions:

TABLE 1: COMPETITION COMPARISONS

Competition	Direct Expenditure	Total Norwood Expenditure (during same time period)	Entries Per Day (Avg.)	Average Value of transaction	Social Media Reach & Impressions per \$50 Spend
Shop The Parade & Cruise Europe	\$482,327.73	\$72,064,875	67.7	\$165.63	6,863 reach 15,713 impressions
Win a FIAT 500	\$514,039.53	\$75,271,666	100.3	\$98.55	17,226 reach 40,412 impressions
Win \$15,000 of Parade Prizes	\$271,283.55	\$66,744,010	62	\$132.40	7,482 reach 14,721 impressions
Summer in Sorrento	\$502,844.33	\$62,983,312	103.5	\$112.95	Analytics Unavailable

RELEVANT STRATEGIC DIRECTIONS & POLICIES

CityPlan 2030: Shaping Our Future

Outcome 3: Economic Prosperity – A Dynamic and thriving centre for business and services.

Objective 3.2: Cosmopolitan business precincts contributing to the prosperity of the City.

- *Strategy 3.2.3 Promote the City as a visitor destination.*

Economic Development Strategy 2021-2026

Dynamic & Diverse City: Support the growth and viability of the City's business sectors based on their competitive strength and strategic priority.

- *Action 1.1.11: Continue to deliver marketing programs utilising a variety of channels to reinforce the position of the City as a leading and preferred retail destination.*
- *Action 1.1.13: Continue to work in partnership with the business owners and property owners within the City's retail precincts to encourage greater consumer spending in the Retail sector.*

Destination City: Increase the number of people who live, work and visit the City to enhance the community.

- *Action 2.2.1: Continue to develop and implement precinct marketing campaigns for the City's key precincts including Kent Town, Payneham Road, Magill Road and The Parade, and the Glynde and Stepney suburbs.*

2023-2024 Norwood Parade Precinct Annual Business Plan

- *Strategy 3.4 – Competitions: Develop and deliver competitions for The Parade that engage businesses and encourage additional expenditure within The Parade Precinct.*

FINANCIAL AND BUDGET IMPLICATIONS

The annual competition often requires a significant financial investment, both in terms of marketing and promotion and accessing the major competition prize/s. In the *2023-2024 Norwood Parade Precinct Annual Business Plan*, \$40,000 has been allocated for 'Competitions'. Depending on the prize that is selected, it is recommended that the allocated amount be increased to \$50,000.

DISCUSSION

Following the last Norwood Parade Precinct Committee meeting held on 5 September 2023, a number of businesses were contacted regarding the possibility of providing a competition prize for the upcoming 2023-2024 Parade Precinct Major Competition, as per the Committee's resolution to investigate a range of competition prizes and potential traders as partners for the competition.

The following local City of Norwood Payneham & St Peters businesses were directly contacted and encouraged to provide a high-level response in relation to a potential major competition prize (ie what the prize would be and approximate costs), which could be considered by the Committee:

:

- Jarvis Group of Companies (Jarvis Ford Trinity Gardens and Jarvis Subaru Marryatville);
- Top Deck Travel Norwood;
- Hello World Norwood;
- Flight Centre Norwood;
- Phil Hoffmann Travel Norwood; and
- Bang & Olufsen.

The responses from these specific businesses are outlined below:

Competition Prize Options

Jarvis Group of Companies

- Option 1 - Ford Puma
- Option 2 - Skoda Octavia

An invitation to provide a proposal for both car options has been presented to the Jarvis Group of Companies and at the time of writing this report, despite numerous attempts from staff, no formal response had been received. Attempts will be made to try and obtain the information prior to the Committee meeting to enable the Committee to make an informed decision.

Top Deck Travel Norwood

- Option 1
 - Singapore Airlines Return Economy Class Flights from Adelaide to Singapore for 2 Adults;
 - all taxes included;
 - all baggage included;
 - return airport transfers;
 - 5 nights accommodation in a 4-star hotel;
 - Buffet breakfast included daily;
 - Singapore sightseeing half day tour included;
 - School holiday blackout periods apply; and
 - total package value is \$8,300.
 - Top Deck Norwood would contribute \$2,300; and
 - Norwood Parade Precinct Committee would contribute \$6,000.
- Option 2
 - Qantas Airlines Return Economy Class Flights from Adelaide to Tokyo for 2 Adults;
 - all taxes included;
 - all baggage included;
 - return airport transfers;
 - 5 nights accommodation in a 4-star hotel;
 - Buffet breakfast included daily;
 - Tokyo sightseeing half day tour included;
 - School holiday blackout periods apply; and
 - total package value is \$9,200.
 - Top Deck Norwood would contribute \$2,300; and
 - Norwood Parade Precinct Committee would contribute \$6,900.

Phil Hoffmann Travel Norwood

- 5% discount on a travel voucher

No response was received from Hello World Norwood, Flight Centre Norwood or Bang & Olufsen.

Competition Model

- ***Single Major Prize***

This option reflects the format followed with the previous competitions, when a visitor to The Parade Precinct spends \$25 or more at any Parade Precinct business, they can enter online for a chance to win the major competition prize. Logistically, this competition model is the most efficient to create and run. It is easier to liaise with a single prize provider and they can be offered sole marketing and promotional opportunities instead of potentially having to share this with other businesses, meaning they are more likely to offer a substantial prize. However, the challenge with this model is there can only be one (1) competition winner which may mean there is less incentive to enter.

- ***Major Prize with Second and Third Prizes***

When a visitor to The Parade Precinct spends \$25 or more at any Parade Precinct business, they can enter online for a chance to win one (1) of three (3) competition prizes. The first prize would be the major prize and would be the prize with the highest value, with the subsequent prizes declining in value. Logistically, this competition model would not be too difficult to create and run. The main challenge with this model would be ensuring that all prize providers are happy to share the marketing and promotional opportunities. Depending on the prizes selected it may be that the major prize provider is given greater marketing promotional advantages as a tier 1 sponsor. This will need to be determined once a decision is made regarding the prize.

Generally, business will only contribute to a prize if there is a clear benefit for them.

- ***Major Prize with Multiple Instant Prizes***

This competition model was discussed at the previous *Norwood Parade Precinct Committee* meeting. When a visitor to The Parade Precinct spends \$25 or more at any Parade Precinct business, they would receive an instant ticket (ie scratch or peel), which would either reveal an instant prize or provide them with a code to enter online for a chance to win the major prize. Each business would need to be provided with instant win tickets. At the conclusion of the competition, all instant win tickets would need to be removed/destroyed, with all of the remaining prizes, not awarded during the competition, drawn as part of the final draw.

Logistically, this competition model is the most challenging to create and run as all businesses within the Precinct would need to be invited to donate a prize. This would need to occur by a certain date, with a sufficient lead time to allow for the instant win tickets to be created. The instant win tickets would be far more costly to print as each ticket would be unique and would need to be printed on special material (again whether they are scratch or peel). The advantage of this model is that there is more incentive to enter as there is a greater chance of winning something, however the Terms & Conditions would need to be very specific. Based on the response from businesses in relation to the recent *A Day of Fashion* event, this model may prove challenging, as there has been a significant decline in business participation.

If the Committee was interested in pursuing a range of smaller value prizes, one option could be to run a number of social media competitions throughout the year rather than focus on making this the major competition.

Competition Timing

For both the *Single Major Prize* and the *Major Prize with Second and Third Prizes* models, the following timeframe is achievable:

- November 2023 – January 2024 = Negotiations with the major prize provider/s;
- February – March 2024 = Obtain Lottery Licence, create Terms & Conditions, artwork and book in marketing and promotion opportunities;
- April 2024 = Competition launches; and
- May/June 2024 = Competition concludes, and winner/s drawn.

For the *Major Prize with Multiple Instant Prizes* model, the following timing would be recommended:

- November 2023 – January 2024 - Negotiations with the major prize provider;
- November 2023 - Seek donations from businesses;
- February – March 2024 - Obtain Lottery Licence, create Terms & Conditions, artwork and book in marketing and promotion opportunities;
- April/May 2024 - Competition launches; and
- June/July 2024 - Competition concludes, and winner/s drawn.

Competition Budget

Depending on the major prize and competition model, which is selected, this will likely determine the budget that needs to be allocated by the Committee. In recent years, a budget of up to \$50,000 has been allocated to cover the following costs:

- purchase of the major prize/s;
- lottery licence;
- graphic design;
- bin wraps;
- bollard wraps;
- posters;
- tear away pads or instant win tickets;
- bus shelter advertising;
- digital media advertising (i.e. Solstice Media);
- radio advertising;
- influencers; and/or
- other print and digital advertising opportunities.

A budget of \$40,000 has been allocated as part of the 'Competitions' budget in the Annual Business Plan, however additional budget can be allocated from other strategies within the Annual Business Plan. If the Committee endorses an option that requires more of a financial contribution to obtain the major prize/s, then a budget greater than \$50,000 may be needed to adequately market and promote the competition and its prize.

OPTIONS

The Committee has a number of options available to it with regards to the major prize, competition model, competition timing and the competition budget. All options are outlined below:

Competition Prize

1. The Committee can endorse Jarvis Ford Trinity Gardens Option 1 (Ford Puma), as the major competition prize.
2. The Committee can endorse Jarvis ford Trinity Gardens Option 2 (Skoda Octavia), as the major competition prize.
3. The Committee can endorse Top Deck Travel Norwood Option 1 (Singapore package), as the major competition prize.

4. The Committee can endorse Top Deck Travel Option 2 (Tokyo package), as the major competition prize.
5. The Committee can endorse the Phil Hoffman Travel option, as the major competition prize.
6. The Committee can endorse a major prize option and determine options for second and third prizes.
7. The Committee can endorse a major prize option and determine that instant prizes be collected for the remainder of the competition.
8. The Committee can endorse an alternative major prize to what is identified in this report.

Competition Model

1. The Committee can endorse *Single Major Prize* as the competition model, with a minimum spend of \$25 at any Parade Precinct business being what is needed to enter. **This option is recommended.**
2. The Committee can endorse *Major Prize with Second and Third Prizes* as the competition model, with a minimum spend of \$25 at any Parade Precinct business being what is needed to enter. This option would also require the Committee to determine how it wishes to determine second and third prizes (keeping in mind that purchasing multiple major prizes would not be financially viable). **This option is not recommended.**
3. The Committee can endorse *Major Prize with Multiple Instant Prizes* as the competition model, with a minimum spend of \$25 at any Parade Precinct business being what is needed to receive an instant win ticket. **This option is not recommended** on the basis that it is resource intensive.
4. The Committee can endorse an alternative competition model to what is identified in this report. **This option is not recommended** on the basis that it has not been investigated.

Competition Timing

The Competition timing should be based on the competition option that is selected.

Competition Budget

1. Given the budget allocated to the last competition, it is recommended that the budget be increased from \$40,000 to \$50,000.

CONCLUSION

Shopping competitions are run all around the state and the nation and are a great way to attract an increase in visitation and expenditure.

COMMENTS

Nil.

RECOMMENDATION

1. That the Committee recommends that the _____ be progressed as the major prize for the Norwood Parade Precinct Annual Shopping Competition 2024.
 2. That the Committee allocates up to \$50,000 in total for the annual major Parade Precinct competition comprising of \$40,000 from the 'Identity & Brand - Competitions' and \$10,000 from the 'Marketing & Communications - Advertising' budgets. This budget is inclusive of a financial contribution towards the major prize (if applicable), all operational elements and all marketing and promotion associated with the competition.
-

Cr McFarlane moved:

1. *That the Committee recommends that a motor vehicle be progressed as the major prize for the Norwood Parade Precinct Annual Shopping Competition 2024.*
2. *That a local holiday up to the value of \$10,000 be offered as the second prize.*
3. *That \$1,200 be allocated for twelve (12) \$100 Parade Gift Card prizes to be drawn over the course of the Norwood Parade Precinct Annual Shopping Competition 2024.*
4. *That the Committee allocates up to \$65,000 in total for the major Norwood Parade Precinct Annual Shopping Competition 2024, comprising of \$50,000 from the "Identity & Brand – Competitions" and \$15,000 from the "Marketing & Communications – Advertising" budgets. This budget is inclusive of a financial contribution towards the major prize (if applicable), all operational elements and all marketing and promotion associated with the competition.*

Seconded by Cr Callisto and carried unanimously.

5.4 2024 SCHEDULE OF MEETINGS FOR THE NORWOOD PARADE PRECINCT COMMITTEE

REPORT AUTHOR: Economic Development Officer
GENERAL MANAGER: Chief Executive Officer
CONTACT NUMBER: 8366 4512
FILE REFERENCE: qA119911
ATTACHMENTS: Nil

PURPOSE OF REPORT

The purpose of this report is to advise the Norwood Parade Precinct Committee of the proposed Schedule of Meetings for 2024.

BACKGROUND

In respect to meetings, the Committee's Terms of Reference state that:

- 6.2 *The Committee shall meet at the Council's Principal Office, the Norwood Town Hall, 175 The Parade, Norwood, or as determined by the Chief Executive Officer.*
- 6.3 *The Committee shall meet a minimum of four (4) times in every calendar year.*

The purpose of this report is to present the proposed Schedule of Meetings for the 2024 calendar year to the Committee for its consideration and approval.

DISCUSSION

In accordance with the Terms of Reference, the Chief Executive Officer has determined that all of the Committee Meetings will be held in the Mayor's Parlour, located in the Norwood Town Hall at 175 The Parade, Norwood.

In respect to the time and date of the meetings, it is recommended that all of the meetings of the Committee in 2024 commence at 6.30pm on a Tuesday night and that the 2024 meetings be held on the dates outlined in **Table 1** below. The four (4) meetings have been scheduled to fall within the current term of the Committee, which expires on 31 October 2024.

It is recommended that the Schedule of Meetings outlined in **Table 1** below, be approved by the Committee.

TABLE 1: NORWOOD PARADE PRECINCT COMMITTEE SCHEDULE OF MEETINGS 2023

Meeting	Date	Start Time
1	Tuesday 13 February 2024	6.30pm
2	Tuesday 30 April 2024	6.30pm
3	Tuesday 23 July 2024	6.30pm
4	Tuesday 1 October 2024	6.30pm

RECOMMENDATION

That the Norwood Parade Precinct Committee's Schedule of Meetings for 2023, as set out below, be approved:

NORWOOD PARADE PRECINCT COMMITTEE SCHEDULE OF MEETINGS 2023

Meeting	Date	Start Time
1	Tuesday 13 February 2024	6.30pm
2	Tuesday 30 April 2024	6.30pm
3	Tuesday 23 July 2024	6.30pm
4	Tuesday 1 October 2024	6.30pm

Cr McFarlane moved:

That the Norwood Parade Precinct Committee's Schedule of Meetings for 2023, as set out below, be approved:

NORWOOD PARADE PRECINCT COMMITTEE SCHEDULE OF MEETINGS 2023

<i>Meeting</i>	<i>Date</i>	<i>Start Time</i>
<i>1</i>	<i>Tuesday 13 February 2024</i>	<i>6.30pm</i>
<i>2</i>	<i>Tuesday 30 April 2024</i>	<i>6.30pm</i>
<i>3</i>	<i>Tuesday 23 July 2024</i>	<i>6.30pm</i>
<i>4</i>	<i>Tuesday 1 October 2024</i>	<i>6.30pm</i>

Seconded by Mr Mario Boscaini and carried unanimously.

6. OTHER BUSINESS

Nil

7. NEXT MEETING

Tuesday 13 February 2024

8. CLOSURE

There being no further business, the Presiding Member declared the meeting closed at 8.01pm.

Mayor Robert Bria
PRESIDING MEMBER**Minutes Confirmed on** _____
(date)

Attachment B

Adoption of Committee Minutes

Audit & Risk Committee

City of Norwood Payneham & St Peters
175 The Parade, Norwood SA 5067

Telephone 8366 4555
Facsimile 8332 6338
Email townhall@npsp.sa.gov.au
Website www.npsp.sa.gov.au



City of
**Norwood
Payneham
& St Peters**

Audit & Risk Committee Minutes

1 November 2023

Our Vision

*A City which values its heritage, cultural diversity,
sense of place and natural environment.*

*A progressive City which is prosperous, sustainable
and socially cohesive, with a strong community spirit.*

City of Norwood Payneham & St Peters
175 The Parade, Norwood SA 5067

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City of
Norwood
Payneham
& St Peters

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VENUE Mayors Parlour, Norwood Town Hall

HOUR 7.00pm

PRESENT

Committee Members Mayor Robert Bria (Presiding Member)
Cr Grant Piggott
Cr Claire Clutterham
Ms Sandra Di Blasio (Independent Member)

Staff Mario Barone (Chief Executive Officer)
Lisa Mara (General Manager, Governance & Civic Affairs)
Natalia Axenova (Chief Financial Officer)
Skye Grinter-Falzun (Manager, Chief Executive's Office)
Caitlin Rea (Human Resources Advisor)
Marina Fischetti (Executive Assistant, Governance & Civic Affairs)

Visitors: Mr Tim Muhlhausler (Director, Galpins) - *(via electronic communication)*
Mr Scott Way (Director, BDO Australia)
Mr David Papa (Partner, Bentleys SA/NT) - *(via electronic communication)*
Dongju Han (Senior Manager, Bentleys SA/NT) - *(via electronic communication)*

APOLOGIES Ms Stefanie Eldridge (Independent Member)

ABSENT Nil

TERMS OF REFERENCE:

The functions of the Audit & Risk Committee include:

- (a) reviewing Annual Financial Statements to ensure that the Statements present fairly the state of affairs of the Council; and*
- (b) proposing, and providing information relevant to, a review of the Council's strategic management plans or annual business plan; and*
- (c) monitoring the responsiveness of the Council to recommendations for improvement based on previous audits and risk assessments, including those raised by the Council's External Auditor; and*
- (d) proposing, and reviewing, the exercise of powers under Section 130A of the Local Government Act 1999; and*
- (e) liaising with the Council's External Auditor in accordance with any requirements prescribed by the regulations; and*
- (f) reviewing the adequacy of the accounting, internal controls, reporting and other financial management systems and practices of the Council on a regular basis; and*
- (g) providing oversight of planning and scoping of the Internal Audit work plan; and*
- (h) reviewing and commenting on reports provided by the person primarily responsible for the Internal Audit function at least on a quarterly basis; and*
- (i) reviewing and evaluating the effectiveness of policies, systems and procedures established and maintained for the identification, assessment, monitoring, management and review of strategic, financial and operational risks on a regular basis; and*
- (j) reviewing any report obtained by the Council pursuant to Section 48(1) of the Local Government Act 1999; and*
- (k) performing any other function determined by the Council or prescribed by the regulations.*

1. CONFIRMATION OF MINUTES OF THE AUDIT & RISK COMMITTEE MEETING HELD ON 18 SEPTEMBER 2023

Cr Clutterham moved that the Minutes of the Audit & Risk Committee meeting held on 18 September 2023 be taken as read and confirmed. Seconded by Cr Piggott and carried unanimously.

2. PRESIDING MEMBER'S COMMUNICATION

3. QUESTIONS WITHOUT NOTICE

4. QUESTIONS WITH NOTICE

Nil

5. WRITTEN NOTICES OF MOTION

Nil

6. STAFF REPORTS

6.1 ANNUAL FINANCIAL STATEMENTS FOR YEAR END 30 JUNE 2023

REPORT AUTHOR: Chief Financial Officer
GENERAL MANAGER: Chief Executive Officer
CONTACT NUMBER: 8366 4549
FILE REFERENCE: qA491622
ATTACHMENTS: A

PURPOSE OF REPORT

The purpose of this report is to present the 2022-2023 Financial Statements to the Audit Committee for review and recommendation to the Council for adoption.

BACKGROUND

Pursuant to Section 127 of the *Local Government Act 1999* (the Act), the Council must prepare Annual Financial Statements in accordance with the *Local Government (Financial Management) Regulations 2011* (the Regulations).

Section 13 of the Regulations requires that the Financial Statements of a Council be prepared in accordance with the requirements set out in the Model Financial Statements. The Annual Financial Statements have been prepared in accordance with the Model Financial Statements.

Section 126 (4) (a) of the Act requires that the functions of an Audit Committee to include “*reviewing annual financial statements to ensure that they present fairly the state of affairs of the council*”. As such, the Annual Financial Statements are presented to the Committee for consideration.

A copy of the Annual Financial Statements is contained in **Attachment A**

RELEVANT STRATEGIC DIRECTIONS & POLICIES

The Council’s long term strategic directions are outlined in the *City Plan 2030 – Shaping our Future*.

The 2022-2023 Annual Business Plan and supporting Budget, set out the services and programs and initiatives for the 2022-2023 Financial Year.

The Council’s 2022-2023 Annual Business Plan reflects the Council’s commitment to financial sustainability. In adopting the 2022-2023 Budget, the Council forecasted an Operating Surplus of \$0.864 million for the 2022-2023 Financial Year.

FINANCIAL AND BUDGET IMPLICATIONS

Statement of Comprehensive Income

The Council concluded the 2022-2023 Financial Year with an Operating Surplus of \$1.954 million (2021-2022: \$2.645 million), compared to the Operating Surplus of \$0.864 million as set out in the 2022-2023 Adopted Budget.

After considering Capital Items which includes the impact of assets revaluations and grant funding specifically for asset upgrades or renewals and asset disposals, the Council is reporting a Total Comprehensive Income of \$50.111 million (2021-2022: \$37.072 million).

The reasons for the variations to the Adopted Budget are outlined in Item 6.2: Financial Summary.

EXTERNAL ECONOMIC IMPLICATIONS

Not Applicable.

SOCIAL ISSUES

Not Applicable.

CULTURAL ISSUES

Not Applicable.

ENVIRONMENTAL ISSUES

Not Applicable.

RESOURCE ISSUES

Not Applicable.

RISK MANAGEMENT

Not Applicable.

CONSULTATION

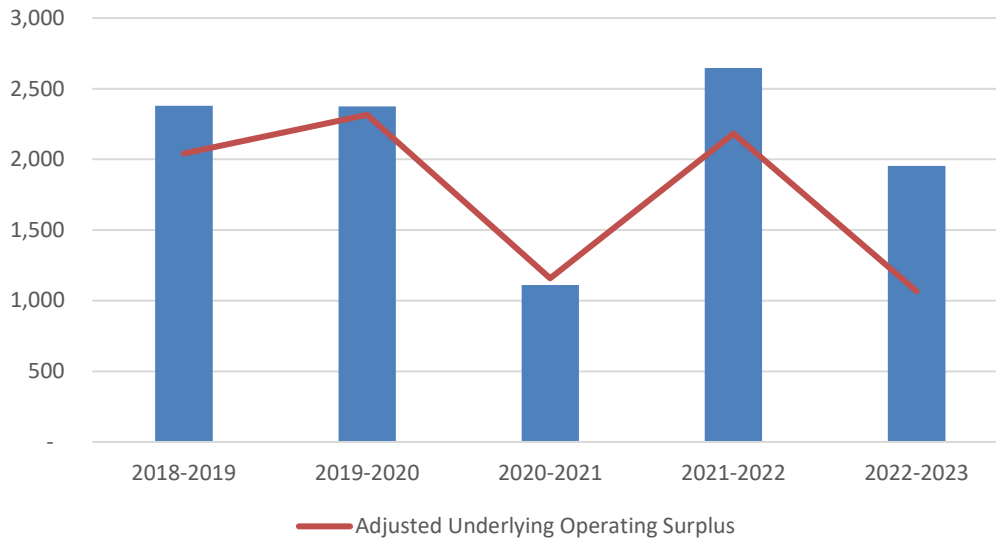
- **Elected Members**
Nil
- **Community**
Not Applicable.
- **Staff**
Responsible Officers
General Managers
- **Other Agencies**
Nil

DISCUSSION**Statement of Comprehensive Income
Operating Result**

As detailed in Figure 1 below, the Council concluded the Financial Year with an Operating Surplus of \$1.954 million (2021-2022: \$2.645 million). The decrease in the Operating Surplus is due to a 7.9% increase in Operating Expenses primarily due to an increase in Finance costs and Net loss on Joint Ventures & Associates, when compared to the previous Financial Year.

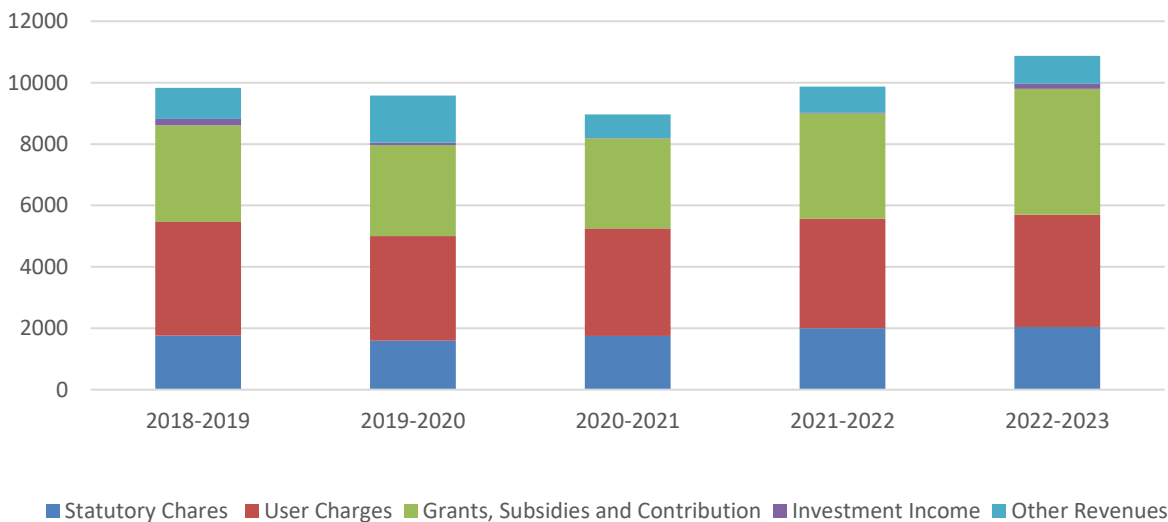
As highlighted in previous reports to the Committee, for the last five (5) consecutive years, the Federal Government has made advance payments equal to approximately two quarters of the Financial Assistance Grants. The advance was increased for the 2023-2024 financial year. Adjusting for the effect of the advance payments, the underlying Operating Surplus is \$1.067 million for 2022-2023, (2021-2022: \$2.182 million). Figure 1 below, shows the Operating Surplus over the last five (5) years and compares the impacts of the advance payment of Financial Assistance Grants.

FIGURE 1: OPERATING SURPLUS (DEFICIT) - \$'000



As detailed in Figure 2 below, non-rate revenues have increased (8.3%) compared to the 2021-2022 financial year, which is primarily due to the higher interest which has been received from the Local Government Finance Authority for “cash at bank”. In addition, the quantum of funds being held are higher due to the timing of expenditure on projects. During the year, the Council also recognised the ‘Local Roads & Community Infrastructure Program’ Grant as income immediately on receipt in accordance with AASB 1058.10, as advised by the Council’s Auditors, Galpins.

FIGURE 2: NON-RATE REVENUES - \$'000



The cost to deliver the Council's continuing services (i.e. Recurrent Operating Costs) increased by 7.9% (\$3.521 million) compared to 2021-2022. Primary drivers behind this increase are:

- Depreciation, amortisation and impairment have increased by \$795,972 compared to 2021-2022, as a result of a \$15 million capitalisation of fixed assets during 2021-2022 Financial Year.
- Employee costs have increased mainly as a result of year-on-year CPI wage increase.
- Contracted services have increased due to unplanned maintenance, increase in contracted and temporary staff at the St Peters Childcare Centre & Preschool and across the organisation to cover staffing needs while recruitment is in process for vacant roles.

Partially offsetting these cost increases were the significantly lower legal costs during the financial year (saving of \$347,796 compared to 2021-2022) and provisions for doubtful debts (a saving of \$231,406 compared to 2021-2022).

In addition to the continuing services, the Council delivered eighteen (18) Operating Projects, which encompassed a number of new service initiatives and one-off activities or programs. The net gain of delivering the Operating Projects was \$101,160 as a result of State Government Grants and Contributions from other local councils (2021-2022: net cost of \$381,478).

Ownership costs, which incorporate interest paid on long term borrowings and depreciation, increased by 6.7% (\$752,000). The increase is attributed to depreciation costs on the major assets which have been capitalised in prior years offset by a reduction in interest paid.

Non-Operating Items

A Non-Operating impact from assets related activities of \$862,114 is reported for 2022-2023 (2021-2022 Non-Operating Surplus \$30,534). The Non-Operating transactions comprised of:

- | | |
|--|--|
| <ul style="list-style-type: none"> • Loss on Sale and Write off of Infrastructure Assets renewed as part of the Capital Works program. • Grant Funding received or recognised for Capital Projects including <ul style="list-style-type: none"> - Cruickshank Reserve Facility Upgrade - Library Book Acquisition - Norwood Oval Development - Burchell Reserve Upgrade | <p>(\$1.502 million)</p> <p>\$0.64 million</p> <p>\$444,393</p> <p>\$105,807</p> <p>\$ 60,000</p> <p>\$ 30,000</p> |
|--|--|

Other Comprehensive Income

Other Comprehensive Income comprises items of income and expenses that are not recognised in the Net Surplus (Deficit) for the year, as required or permitted by other Australian Accounting Standards. Such items include the impact of changes in asset values due to revaluations. The value of Other Comprehensive Income reported in the Statement of Comprehensive Income, is a Surplus of \$49.019 million (2021-2022: \$34.457 million).

The major factor contributing to the Surplus is the indexation of the Council's Civil Infrastructure, Land and Building Assets. In line with the Council's *Asset Revaluation Policy*, independent valuations of the major long term asset classes are undertaken on a rolling five (5) year period. For the 2022-2023 financial year, an independent revaluation for Land and Building assets was undertaken by Asset Valuation & Risk Consulting.

Balance Sheet

The Net Assets of the Council at 30 June 2022, is \$586 million, an increase of \$50 million from 2021-2022. Major movements include:

a. Assets

Current Assets have decreased by \$7.558 million, predominately due to a decrease in cash held with the Local Government Financing Authority.

This was offset by an increase in Non-Current Assets of \$52.453 million, predominately due to an increase of \$51.062 million on the revaluation of the Council's fixed assets.

b. Liabilities

During 2022-2023 Financial Year, total liabilities decreased by \$5.216 million. The decrease was predominately due to the reduction in borrowing as a result of ongoing repayments and decrease in Trade and other payables as a result of reducing accrued commitments and outstanding payables.

c. Revaluations

In line with the Council's Asset Revaluation Policy, formal valuations of the major asset classes are undertaken on a rolling five (5) year period. For the 2022-2023 financial year, the Council engaged Asset Valuation & Risk Consulting to undertake the independent Land & Building Asset Valuation. For Asset Classes, not subject to an independent valuation, the carrying values of Assets Classes were reviewed and adjusted where appropriate.

The revaluation impact for each asset class is detailed in Table 1.

TABLE 2: IMPACT OF ASSET REVALUATION

Asset Class	Revaluation Increase/ (Decrease) \$million	Comments
Land	41.096	Represents a 21% increase in Fair Value based on the independent Land and Building Revaluations undertaken by Asset Valuation & Risk Consulting
Buildings and Other Structures	(10.661)	Represents a 14% decrease in Fair Value based on the independent Land and Building Revaluations undertaken by Asset Valuation & Risk Consulting
Open space Assets	0.401	Represents a 2% increase in Fair Value based on the unit price assessment undertaken by Tonkin Consulting.
Road Infrastructure	8.165	Represents a 10% increase in Fair Value based on the unit price assessment undertaken by Tonkin Consulting.
Kerbing	2.612	Represents a 4% increase in Fair Value based on the unit price assessment undertaken by Tonkin Consulting.
Footpaths	0.717	Represents a 2% increase in Fair Value based on the unit price assessment undertaken by Tonkin Consulting.
Linear Park	0.079	Represents a 8% increase in Fair Value based on the unit price assessment undertaken by Tonkin Consulting.
Storm-water Drainage	6.497	Represents a 10% increase in Fair Value, based on the unit price assessment undertaken by Tonkin Consulting.
Off- Roads Carparks	0.124	Represents a 6% increase in Fair Value, based on the unit price assessment undertaken by Tonkin Consulting.
Traffic Control Assets	(0.068)	Represents a 1.47% decrease in Fair Value, based on the unit price assessment undertaken by Tonkin Consulting.
Footbridge	0.068	Represents a 6% increase in Fair Value, based on the unit price assessment undertaken by Tonkin Consulting.
Total	49.03	

Overall, the revaluation increase for the 2022-203 financial year is \$49 million, compared to an increase of \$34 million for the 2021-2022 financial year.

Statement of Cash Flows

For the 2022-2023 Financial year, the Council is reporting a net decrease in cash and cash equivalents of \$7.076 million. The Council generated \$9.887 million from operating activities, with the funds used to complete the Council's Capital Infrastructure Works Program and the Asset Replacement Program (\$11.193million), and principal repayments (\$0.946 million) associated with the Councils borrowings.

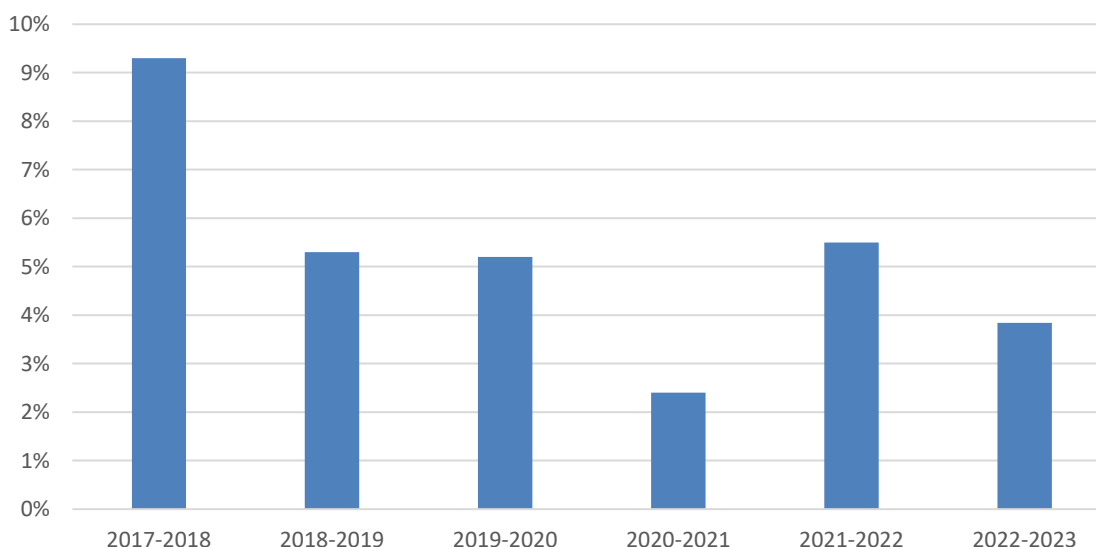
Section 126 (4) (a) of the *Local Government Act 1999*, requires that the functions of an Audit & Risk Committee are to include the review of the Annual Financial Statements to ensure that they present fairly the state of affairs of the Council. To ensure that the Audit Committee discharges its responsibilities under the Act, the following papers are provided for review.

Financial Ratios

Financial indicators represented by the following three (3) Financial Ratios:

- Operating Surplus Ratio (refer to Figure 3)
- Net Financial Liabilities Ratio (refer to Figure 4) and
- Asset Sustainability Ratio (refer to Figure 5)

FIGURE 3: OPERATING SURPLUS RATIO



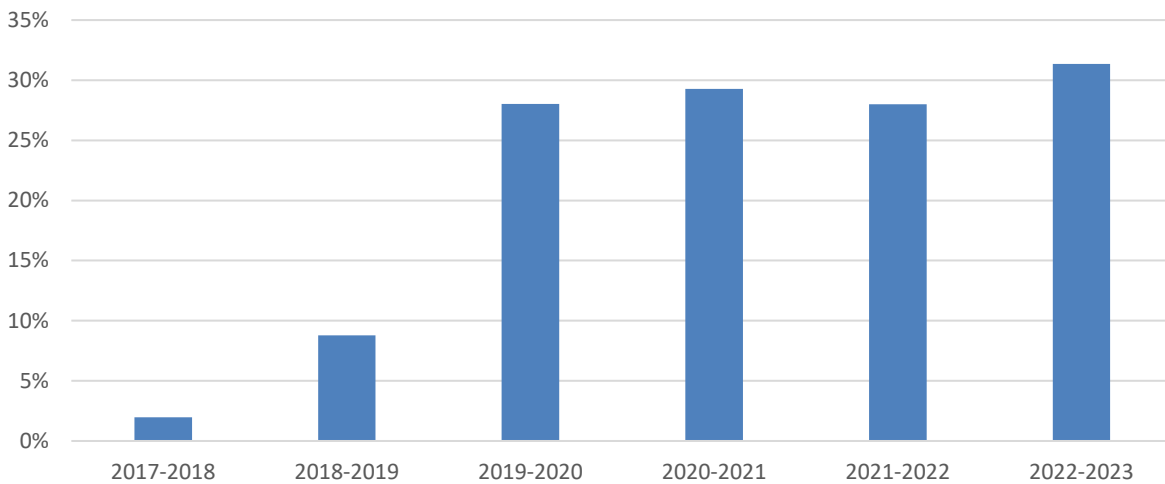
LTFP 2021-2031 Target: less than or equal to 10%

The Operating Surplus/(Deficit) Ratio expresses the Council's Operating Surplus/ (Deficit) as a percentage of Operating Revenue.

TABLE 3: FINANCIAL ASSISTANCE GRANTS ADVANCE PAYMENTS

Financial Year	Number of Quarters Advanced	Increase in Operating Surplus (Value of Advance)
2022-2023	more than 3	\$1,405,173
2021-2022	3	\$1,071,000
2020-2021	2	\$607,000
2019-2020	2	\$655,000
2018-2019	2	\$595,000
2017-2018	2	\$614,000

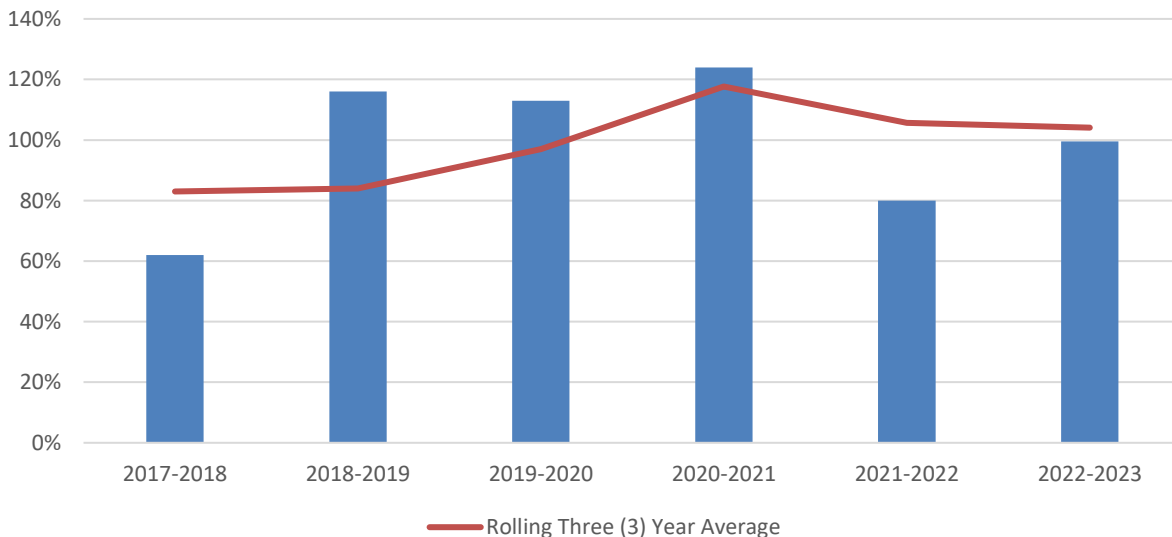
FIGURE 4: NET FINANCIAL LIABILITIES RATIO



LTFP 2021-2031 Target: less than or equal to 75%

The Net Financial Liabilities Ratio measures the extent to which the net amount owed by the Council is met by its Operating Revenue. Net Financial Liabilities are represented by Total Liabilities less Current Assets.

FIGURE 5: ASSET SUSTAINABILITY RATIO



LTFP 2021-2031 Target: between 90% and 110% on a 3 year rolling average.

The Asset Sustainability Ratio measures whether a Council is renewing or replacing existing physical assets (roads, footpaths, buildings etc.), at the same rate the stock of assets is “wearing out”. Asset Sustainability, is measured against the extent of the renewal expenditure incurred, compared to the planned renewal expenditure, as set out in the Council Asset Management Plans.

The Council’s 2021-2031 Long Term Financial Plan has set a target of between 90% and 110%, on a three (3) year rolling average. In some instances, the Council may be required to accelerate or decelerate the renewal or replacement of its existing asset base.

OPTIONS

There are no options associated with this issue.

CONCLUSION

The Council concluded the financial year with an Operating Surplus of \$1.954 million (2021-2022: \$2.645 million).

After Capital Items, which includes the impact of assets revaluations and grant funding specifically for asset upgrades or renewals and asset disposals, the Council is reporting a Net Surplus of \$50.112 million (2021-2022: \$37.072 million).

The Council's Auditors, Galpins, have completed the audit of the Council's Financial Statements and have advised that they will sign an unqualified Independent Auditors' Reports in the form prescribed, upon the Presiding Member of the Audit Committee signing the "Council Certificate of Audit Independence".

There were no significant issues raised during the audit of this year's Financial Statements which would prevent the Audit Committee recommending to the Council to adopt the 2022-2023 Financial Statement.

COMMENTS

Nil

RECOMMENDATION

That the Audit & Risk Committee recommends to the Council that:

- a. The Annual Financial Statements for the year ended 30 June 2023, as contained in Attachment A be adopted.
 - b. The Annual Financial Statements for the year ended 30 June 2023, be dated 1 November 2023 and be signed on behalf of the Council by the Mayor.
 - c. The Asset Revaluations as set out in Table 2 of this report, be adopted.
-

Mayor Bria welcomed Mr Tim Muhlhausler of Galpins, Council's appointed Auditors, to the Committee to answer any questions of the Committee.

Cr Clutterham moved:

That the Audit & Risk Committee recommends to the Council that:

- a. *The Annual Financial Statements for the year ended 30 June 2023, as contained in Attachment A be adopted.*
- b. *The Annual Financial Statements for the year ended 30 June 2023, be dated 1 November 2023 and be signed on behalf of the Council by the Mayor.*
- c. *The Asset Revaluations as set out in Table 2 of this report, be adopted.*

Seconded by Cr Piggott and carried unanimously.

6.2 FINANCIAL SUMMARY 2022-2023 ACTUAL RESULTS V ADOPTED BUDGET

REPORT AUTHOR: Chief Financial Officer
GENERAL MANAGER: Chief Executive Officer
CONTACT NUMBER: 8366 4548
FILE REFERENCE: qA770145
ATTACHMENTS: A

PURPOSE OF REPORT

This report provides a summary of the 2022-2023 Audited result and explanations for variations from the 2022-2023 Adopted Budget.

BACKGROUND

Pursuant to Section 127 of the *Local Government Act 1999* (the Act), the Council must prepare Annual Financial Statements in accordance with the *Local Government (Financial Management) Regulations 2011* (the Regulations).

Section 10 of the Regulations requires the Council to prepare and consider a report, no later than 31 December in each year, showing the audited financial results of the Council for the previous financial year, compared with the estimated financial results set out in the budget presented in a manner consistent with the Model Financial Statements.

RELEVANT STRATEGIC DIRECTIONS & POLICIES

The financial information contained in this report is based on the 2022-2023 Annual Financial Statements, the 2022-2023 Adopted Budget and the various policies adopted by the Council as they impact the Council's financial performance (eg. Rating Policy.)

FINANCIAL AND BUDGET IMPLICATIONS

The Council concluded the Financial Year with an Operating Surplus of \$1.954 million, compared to the Council's Adopted Operating Budget, which forecast an Operating Surplus of \$0.864 million. Details of the drivers behind the variances from the Adopted Operating Surplus, are contained in the Discussion Section of this report.

After capital items, the Council is reporting a Net Surplus of \$50.1 million against an Adopted Net Surplus of \$12.9 million, with the favourable variance being driven by revaluation of Infrastructure, Property, Plant & Equipment, which is mainly driven by the economy and market fluctuations and is difficult to predict when setting the Budget.

EXTERNAL ECONOMIC IMPLICATIONS

Nil

SOCIAL ISSUES

Nil

CULTURAL ISSUES

Nil

ENVIRONMENTAL ISSUES

Nil

RESOURCE ISSUES

Nil

RISK MANAGEMENT

Nil

CONSULTATION

- **Elected Members**
Elected Members have received regular reports on the Councils financial performance throughout the year.
- **Community**
Not Applicable.
- **Staff**
Responsible Officers, General Managers and Council's External Auditors.
- **Other Agencies**
Not Applicable.

DISCUSSION

The 2022-2023 Annual Financial Statements have been finalised and will be presented to the Council for adoption at the Council Meeting to be held on 6 November 2023. A separate report has been provided on the 2022-2023 Annual Financial Statements for consideration by the Audit & Risk Committee.

Statement of Comprehensive Income

Operating Result

The Council is reporting an Operating Surplus of \$1.954 million, compared to the Council Adopted Operating Budget, which forecasted an Operating Surplus of \$0.864 million, a favourable variance of \$1.090 million. The major variances (over 5%) from the Adopted Operating Surplus are outlined in Table 1 below.

TABLE 1: MAJOR VARIANCES FROM ADOPTED OPERATING SURPLUS

Account Name	Reasons for the Variance	Amount (\$)
Grants, subsidies and contributions - Operating	Grant funding that has been received was favourable to the Adopted Budget driven by the Federal Government advancing 70% of the 2022-2023 Financial Assistance Grants.	531,338
Grants, subsidies and contributions - Capital	Change in recognition of <i>Local Roads & Community Infrastructure Program</i> Grant to recognise it as part of comprehensive income immediately on receipt in profit or loss in accordance with AASB 1058.10, as supported by the Council's Auditors Galpins.	552,577
Investment Income	Investment Income was favourable to the Adopted Budget driven primary due to: <ul style="list-style-type: none"> • Higher interest on deposits held with the Local Government Finance Authority compared to the Adopted Budget (\$171,216 compared to the budget of \$37,000). The quantum of funds being held are higher than expected due to the timing of expenditure on projects. 	125,292

Account Name	Reasons for the Variance	Amount (\$)
Other Income	<p>Other Income was favourable to the Adopted Budget driven primarily by:</p> <ul style="list-style-type: none"> • receipt of recovery income (\$80,000) for the Linear Park Path legal settlement offset by various recovery spend; • receipt of Local Government Finance Authority's annual bonus payments of \$38,442 which is calculated in relation to the average deposit and loan levels held during the financial year; and • reimbursement of \$38,456 as part of as part of <i>Boost Apprenticeship Commencement Wage Subsidies Program</i> 	102,157
Reimbursements	<p>Other Income was favourable to the Adopted Budget driven primarily by:</p> <ul style="list-style-type: none"> • Boosting Apprenticeship Commencements Wage Subsidy and training to the value of \$ 159,957; and • reimbursement income was favourable to the Adopted Budget due to the insurance re-imbursments for claims made during the year which amounted to \$81,682, which was offset by expenditure to replace or repair items subject to the insurance claim. 	211,206
Employee costs	<p>Employee costs were favourable against the Adopted Budget due to:</p> <ul style="list-style-type: none"> • turnover of staff combined with difficulties in recruiting replacement staff. To meet staffing needs, contract providers were utilised; and • vacant positions that were budgeted to be filled, combined with the time frame to replace positions which became vacant during the year due to resignations and an extremely tight labour market. 	278,748
Materials, contracts & other expenses	<p>Materials, contracts & other expenses were unfavourable against the Adopted Budget primarily due to,</p> <ul style="list-style-type: none"> • Contracted services were unfavourable by \$268,961 compared to the Adopted Budget mainly due to more contract staff being engaged to cover shortages in employee staff as well as across various projects, especially for sweeping of residential roads during the year and unplanned maintenance of \$353,549 for buildings and at the Norwood Oval and other facilities management; and • Legal fees were unfavourable by \$144,719 to the Adopted Budget, mainly due to the legal expenses relating to planning, regulatory services and seeking general advice. 	(711,499)
Finance Costs	<p>Finance costs were favourable to the Adopted Budget due to interest expense not being incurred as there were sufficient cash reserves to fund expenditure needs, negating the need to draw down borrowings to fund expenditure during the year.</p>	413,767
Depreciation, amortisation & impairment	<p>Depreciation expense was greater than anticipated due to the full year impact of the 2021-2022 Asset Capitalisation and unit cost revaluation.</p>	(402,849)

Non-Operating Income

Non-Operating Income includes grant funding specifically for asset upgrades or renewals and gain/(loss) on asset disposals and assets received free of charge.

For the 2022-2023 Financial year, the Council is reporting a Non-operating Surplus of \$1.092 million against an Adopted Non-operating Surplus of \$10.914 million, a unfavourable variance of \$9.822 million. The unfavourable variance is set out in Table 2 below.

TABLE 2: MAJOR VARIANCES FROM ADOPTED NON-OPERATING INCOME

Reasons for the Variance	Amount (\$'000)
Loss on the sale and or disposal of the Council's small Plant and Equipment at the end of its operational life, combined with write-off of the carrying values of the Council Civil Infrastructure, upon renewal.	(1,527)
Grant funding budgeted but not yet received due to the scheduling of capital projects.	(9,385)
<ul style="list-style-type: none"> • Trinity Valley Drainage Work Stage 2 - \$3,635,823 • Payneham Memorial Swimming Centre Master Plan - \$2,800,000 • River Torrens Linear Park Path Upgrade - \$1,350,000 • Dunstan Adventure Playground Upgrade - \$450,000 • Cruickshank Reserve Facility Upgrade - \$444,607 • Burchell Reserve Upgrade - \$420,000 • William Street Black Sport Grant - \$170,000 • St Peter's Street Upgrade Project - \$114,000 	

Other Comprehensive Income

Other Comprehensive Income comprises items of income and expenses that are not recognised in the Net Surplus (Deficit) for the year, as required or permitted by Australian Accounting Standards. Such items include the impact of changes in asset values due to revaluations. The value of Other Comprehensive Income reported in the Statement of Comprehensive Income, is a Surplus of \$49.031 million, which is primarily due to the revaluation of Land Assets.

Balance Sheet

The Net Assets of the Council at 30 June 2023 is \$586 million, against an Adopted Budget of \$517 million, a favourable variance of \$69 million.

Major reasons for the variance in the Net Assets include:

Assets

Cash deposits with the Local Government Financing Authority are unfavourable by \$2.595 million, with the variance resulting from the combined impact due to the timing and progress of several major capital projects and the delay of drawdown of long-term borrowings for the Payneham Memorial Swimming Centre Project.

The carrying values of Infrastructure, Property, Plant & Equipment is reporting a favourable variance of \$40.503 million, resulting from the change in asset value resulting from the current market condition and cost reviews.

Other Non-current assets represent Capital Works-in-Progress. As at 30 June 2023, works on capital project not yet completed amounted to \$5.706 million.

Liabilities

Trade and Other Payables – with the timing of expenditures at the end of financial year, the Council had a larger than anticipated value of invoices mainly in relation to Capital spend to that anticipated in the Adopted budget resulting in the \$2.246 million unfavourable variance.

The long-term borrowings planned to be drawn down as part of the Adopted Budget were not required to align with timing of relevant projects, resulting in a favourable variance of \$28.650 million.

Attachment A contains the 2022-2023 Financial Statements comparing the actual result to the 2022-2023 Adopted Budget as required by Section 10 of the Regulations.

OPTIONS

There are no options associated with this matter.

CONCLUSION

Nil

COMMENTS

Nil

RECOMMENDATION

That the report be received and noted.

Cr Piggott moved:

That the report be received and noted.

Seconded by Cr Clutterham and carried unanimously.

**6.3 REGIONAL SUBSIDIARIES – AUDITED FINANCIAL STATEMENTS FOR THE YEAR ENDED
30 JUNE 2023**

REPORT AUTHOR: Accountant
GENERAL MANAGER: Chief Executive Officer
CONTACT NUMBER: 8366 4549
FILE REFERENCE: qA98586
ATTACHMENTS: A - D

PURPOSE OF REPORT

The purpose of this report is to provide the Committee with the 2022-2023 Audited Financial Statements for the Regional Subsidiaries of which this Council is a member.

BACKGROUND

Section 216 (4) of the *Local Government (Financial Management) Regulations 1999* (the Regulations), requires that:

The Chief Executive Officer of a council must ensure that any audited financial statements of a subsidiary received for the purposes of clause 12 (3) (a) or 28 (2) (a) of Schedule 2 of the Act are laid before the council at the first meeting of the council following their receipt by the Chief Executive Officer on behalf of the council.

In accordance with the Regulations, the audited Financial Statements have been received from the following Regional Subsidiaries:

- Eastern Health Authority Inc. (**Attachment A**);
- Eastern Waste Management Authority Inc (**Attachment B**);
- ERA Water (**Attachment C**); and
- Highbury Landfill Authority Inc. (**Attachment D**).

RELEVANT STRATEGIC DIRECTIONS & POLICIES

Not Applicable.

FINANCIAL AND BUDGET IMPLICATIONS

There are no financial and budget implications resulting from the preparation of this report.

The financial performance of the Regional Subsidiaries of which this Council is a Member, is accounted for in the Council's Annual Financial Statements which are submitted concurrently.

The Council has included in its reported Operating Surplus, based on the respective ownership shares as detailed in Table 1, a net loss associated with its Regional Subsidiaries of \$307,366 (2021-2022: \$91,792 net loss).

EXTERNAL ECONOMIC IMPLICATIONS

Not Applicable.

SOCIAL ISSUES

Not Applicable.

CULTURAL ISSUES

Not Applicable.

ENVIRONMENTAL ISSUES

Not Applicable.

RESOURCE ISSUES

Not Applicable.

RISK MANAGEMENT

There are no risk management issues arising from the preparation this report.

CONSULTATION

- **Committee Members**
Cr Clutterham is a Board Member of the Eastern Waste Management Authority Inc.
Ms Sandra DiBlasio is a Board Member of the ERA Water Audit Committee.
Cr Piggott is a Board Member of ERA Water and the Highbury Landfill Authority Inc.
- **Community**
Not Applicable.
- **Staff**
Not Applicable.
- **Other Agencies**
Not Applicable.

DISCUSSION

Table 1 below sets out the Net Surplus (Deficit) of the respective Regional Subsidiaries for the year ended 30 June 2023, together with the Council's share of the Operating Result which has been accounted for in the Council's 2022-2023 Financial Statements.

TABLE 1: REGIONAL SUBSIDIARY NET SURPLUS/ (DEFICIT)

Regional Subsidiary	Net Surplus / (Deficit)		Councils Share of Net Operating Surplus / (Deficit)	
	\$	Percentage	\$	
Eastern Health Authority	25,383	31.96%	8,112	
Eastern Waste Management Authority	333,000	12.5%	41,625	
ERA Water	(658,658)	33.33%	(219,553)	
Highbury Landfill Authority	(340,835)	40.40%	(137,551)	

COMMENTS

Nil

RECOMMENDATION

That the report be received and noted.

Cr Piggott moved:

That the report be received and noted.

Seconded by Ms Sandra Di Blasio and carried unanimously.

6.4 REVIEW OF FINANCIAL CONTROLS – UPDATE ON AUDIT RECOMMENDATIONS

REPORT AUTHOR: Chief Financial Officer
GENERAL MANAGER: Chief Executive Officer
CONTACT NUMBER: 8366 4585
FILE REFERENCE: qA
ATTACHMENTS: Nil

PURPOSE OF REPORT

The purpose of this report is to provide the Audit & Risk Committee with an update regarding the Review of Financial Controls that has been undertaken by the Council's Auditors, Galpins.

BACKGROUND

Pursuant to Section 129 of the *Local Government Act 1999* (the Act), in addition to providing an opinion on a Council's Financial Statements, the Council's Auditor must provide the Council with an audit opinion regarding its Internal Controls.

In respect to the Internal Controls, pursuant to Section 125 of the Act, a Council must ensure that appropriate policies, practices and procedures of internal control are implemented and maintained, in order to assist the Council to carry out its activities in an efficient and orderly manner, to achieve its objectives, to ensure adherence to management policies, to safeguard the Council's assets and to secure (as far as possible) the accuracy and reliability of Council records.

It should be noted that the audit opinion is restricted to financial controls as set out in Section 129 of the Act and relate to the Internal Controls that have been exercised by the Council during the 2022-2023 financial year in respect to the receipt, expenditure, investment of money, the acquisition and disposal of property and incurring of liabilities.

At its meeting held on 18 September 2023, following consideration of the *Financial Controls Review*, the Committee resolved the following:

1. *That the Auditor's Report on the Council's Financial Controls and the 2022-2023 Interim Management Letter, as contained in Attachment A, be received and noted.*
2. *That the Committee notes that implementation of the recommendations contained in the Auditor's Report on the Council's Financial Controls and Interim Management Letter is being progressed and notes that a report will be provided to the Audit & Risk Committee at its next scheduled meeting on 23 October 2023 and subsequent quarterly meetings.*

This report provides an update to the Committee in respect to the recommendations set out in the *Financial Controls Review*.

RELEVANT STRATEGIC DIRECTIONS & POLICIES

Not Applicable.

FINANCIAL AND BUDGET IMPLICATIONS

Not Applicable.

EXTERNAL ECONOMIC IMPLICATIONS

Not Applicable.

SOCIAL ISSUES

Not Applicable.

CULTURAL ISSUES

Not Applicable.

ENVIRONMENTAL ISSUES

Not Applicable.

RESOURCE ISSUES

Not Applicable.

RISK MANAGEMENT

Appropriate financial controls are fundamental to an organisation's financial governance framework. Undertaking the review has provided the Chief Executive Officer and the Audit & Risk Committee, with an overview of the current situation and recommendations to address the weaknesses that have been identified.

CONSULTATION

- **Elected Members**
Not Applicable.
- **Community**
Not Applicable.
- **Staff**
Not Applicable.
- **Other Agencies**
Not Applicable.

DISCUSSION

As part of the interim audit which has been undertaken, the Council's Auditor, Galpins, has reviewed and tested 100 Internal Controls, with 82 operating effectively, 5 representing a High Risk Weakness and 10 representing a Moderate Risk Weakness.

As outlined in the interim audit report presented to the Committee on 18 September 2023, a total of 18 recommendations were identified as areas requiring improvement and corrective actions. Since that time, significant progress has been made in addressing these recommendations.

Details of the progress made in addressing these recommendations are set out in Table 1 below.

TABLE 1 – STATUS UPDATE

Business cycles	Controls Reviewed	Operating Effectively 2023	2023 Findings					
			H	Comment from the Council	M	Comment from the Council	L	Comment from the Council
General Ledger	11	8	2	1 Completed + 1 Not completed	1	In Progress	-	
Fixed Assets	16	13	1	Completed	1	Completed	1	Completed
Purchasing & Procurement/Contracting	10	7	-		3	In Progress	-	
Accounts Payable (AP)	13	12	-		-		1	Completed
Rates / Rates Rebates	10	8	-		2	In Progress	-	
Banking	5	4	1	Completed	-		-	
Accounts Receivable (AR)	6	5	1	Completed	-		-	
Credit Cards	5	1	-		3	Completed	1	Completed
Payroll	19	19	-		-		-	
Receipting	5	5	-		-		-	
Total	100	82	5		10		3	

Staff have reviewed the recommendations set out in the *Financial Controls Review* and concur with the recommendations as set out in the Auditor's report. Since then, staff have been working towards implementing more robust internal control procedures. All new and/or updated procedures have been communicated to staff and relevant training has been provided where required.

Completed Recommendations

Of the 18 recommendations contained within the *Financial Controls Review*, 11 recommendations have been addressed and completed.

The recommendations which have been completed relate to controls regarding the General Ledger, Fixed Assets, Banking, Accounts Receivable and Credit Cards.

The systems have been implemented on the basis of the recommendations and have resulted in significant improvements in these areas.

Recommendations in Progress

The implementation of six (6) recommendations is currently in progress. It is anticipated that these recommendations will be completed over the next few months to ensure completion by the time of the next audit, which is scheduled to occur in May 2024.

The recommendations in progress mostly relate to the area of Purchasing, Procurement and Contracting. The Council has recently appointed a Procurement Officer who is currently working through these recommendations.

Outstanding Recommendations

One (1) recommendation is yet to be addressed. The recommendation as set out in the *Financial Controls Review*, relates to the independent review of the Balance Sheet.

A system will be put in place regarding this recommendation with implementation to occur following the appointment of the position of Accountant, which is currently in the process of being recruited.

OPTIONS

Not Applicable.

CONCLUSION

The *Financial Controls Review* has provided a sound basis for considering and making improvements to the Council's Internal Financial Controls where required.

COMMENTS

Nil

RECOMMENDATION

That the report be received and noted.

Cr Clutterham moved:

That the report be received and noted.

Seconded by Ms Sandra Di Blasio and carried unanimously.

6.5 REVIEW OF FINANCE POLICIES

REPORT AUTHOR: General Manager, Governance & Community Affairs
GENERAL MANAGER: Chief Executive Officer
CONTACT NUMBER: 8366 4549
FILE REFERENCE: qA61370
ATTACHMENTS: A - B

PURPOSE OF REPORT

The purpose of the report is to present two (2) policies which have been reviewed to the Audit & Risk Committee for adoption.

BACKGROUND

Policies, Codes of Practice and Codes of Conduct are important components of a Council's governance framework. Policies set directions, guide decision making and inform the community about how the Council will normally respond and act to various issues.

When a decision is made in accordance with a Council policy or code, both the decision-maker and the community can be assured that the decision reflects the Council's overall aims and principles of action.

Accordingly, policies and codes can be used in many contexts to:

- reflect the key issues and responsibilities facing a Council;
- provide a policy context and framework for developing more detailed objectives and management systems;
- guide staff and ensure consistency in delegated and day-to-day decision-making; and
- clearly inform the community of a Council's response to various issues.

It is therefore important that policies remain up to date and consistent with any position adopted by the Council.

A review of all Finance related policies has commenced to ensure that all policies are relevant, contemporary and legislatively compliant and these will be presented to the Audit & Risk Committee for endorsement as each policy is reviewed.

The following Policies are now scheduled to be reviewed:

1. Bad Debt Write-Off Policy (**Attachment A**); and
2. Credit Cards Policy (**Attachment B**).

Where required, the Policies have been amended to ensure that the Policies meet current standards and reflect the Council's position on the respective matters.

RELEVANT STRATEGIC DIRECTIONS & POLICIES

Not Applicable.

DISCUSSION

Bad Debt Write-Off Policy

The *Bad Debt Write-Off* is an existing Policy.

The objective of the *Bad Debt Write-Off Policy* is to provide a framework for the management of debts that are owed to the Council. The Policy applies to general debts which are not related to a property or rates.

The Council's Chief Executive Officer is delegated pursuant to Section 143 of the *Local Government Act 1999*, to approve the writing-off of a bad debt up to a maximum of \$5,000. The writing-off of any debts exceeding this amount must be approved by the Council.

However, following the review of the current Policy, it is proposed to increase the delegation to the Chief Executive Officer to write-off a bad debt up to a maximum of \$10,000. The proposed increase is minor in dollar terms, ensures a more efficient process and reflects a contemporary approach in terms of writing off smaller debts.

Other than this proposed change, only minor amendments and formatting changes are recommended.

A copy of the draft *Bad Debt Write-Off Policy* is contained within **Attachment A**.

Credit Cards Policy

The *Credit Cards Policy* is an existing Policy.

The objective of this Policy is to provide guidance with respect to the use of Council issued Credit Cards to Council Staff.

Whilst the Council has allocated a credit card to a very limited number of staff (6 staff members in total), for operational purposes, it is nonetheless important to ensure that a robust system is in place to ensure that all Credit Card holders are aware of the Council's position regarding the use of credit cards.

Whilst the changes to the Policy are minor, provision has been made within the draft Policy to ensure that direct debit payments are not set up using credit cards.

A copy of the draft *Credit Cards Policy* is contained within **Attachment B**.

OPTIONS

The Committee can determine not to endorse the draft Policies, however as the draft Policies are required and have been prepared to meet legislative requirements, and manage particular finance matters, it is recommended that the Committee endorses the draft Policies as presented.

CONCLUSION

A comprehensive financial policy framework is essential for public accountability, transparency and consistency in Council decision making.

Policies should be supported by a comprehensive set of documented procedures detailing the specific staff responsibilities and processes to be followed to give effect to the policies and ensure that sound financial management practices are in place. Without such documented financial policies and procedures, the Council could be subject to criticism, (rightly or wrongly), that their financial management framework lacks transparency, legislative compliance or does not reflect contemporary standards.

The requirement on the Council's Auditors to provide an opinion on the adequacy of the Council's internal financial controls further emphasises the need for an explicit, clearly documented, framework of policies and procedures.

COMMENTS

To ensure compliance with Section 125 of the *Local Government Act 1999*, the Council must have in place, appropriate policies, practices and procedures, which assist the Council to carry out its activities in an efficient and orderly manner. To achieve this objective, it is important to ensure that the policies adopted by the Council are regularly reviewed to ensure that they reflect the current operating environment and continue to meet the Council's overall objectives.

There is no legislative requirement to consult in respect to these policies.

RECOMMENDATION

That the Audit & Risk Committee recommends to the Council that the following be adopted:

- Bad Debt Write-Off Policy (**Attachment A**); and
 - Credit Cards Policy (**Attachment B**).
-

Cr Piggott moved:

That the Audit & Risk Committee recommends to the Council that the following be adopted:

- *Bad Debt Write-Off Policy (**Attachment A**); and*
- *Credit Cards Policy (**Attachment B**).*

Seconded by Cr Clutterham and carried unanimously.

7. CONFIDENTIAL REPORTS

7.1 COUNCIL RELATED MATTER

RECOMMENDATION 1

That pursuant to Section 90(2) and (3) of the *Local Government Act 1999*, the Council orders that the public, with the exception of the Council staff present, be excluded from the meeting on the basis that the Council will receive, discuss and consider

- (a) Information the disclosure of which would involve the unreasonable disclosure of information concerning the personal affairs of any person (living or dead).

and the Council is satisfied that, the principle that the meeting should be conducted in a place open to the public, has been outweighed by the need to keep the receipt/discussion/consideration of the information confidential.

RECOMMENDATION 2

Under Section 91(7) and (9) of the *Local Government Act 1999*, the Council orders that the report, discussion and minutes be kept confidential for a period not exceeding 12 months, after which time the order will be reviewed.

Cr Piggott moved:

That pursuant to Section 90(2) and (3) of the Local Government Act 1999, the Council orders that the public, with the exception of the Council staff present, be excluded from the meeting on the basis that the Council will receive, discuss and consider

- (a) Information the disclosure of which would involve the unreasonable disclosure of information concerning the personal affairs of any person (living or dead).*

and the Council is satisfied that, the principle that the meeting should be conducted in a place open to the public, has been outweighed by the need to keep the receipt/discussion/consideration of the information confidential.

Seconded by Cr Clutterham and carried unanimously.

Cr Piggott moved:

Under Section 91(7) and (9) of the Local Government Act 1999, the Council orders that the report, discussion and minutes be kept confidential for a period not exceeding 12 months, after which time the order will be reviewed.

Seconded by Cr Clutterham and carried unanimously.

7.2 COUNCIL RELATED MATTER

RECOMMENDATION 1

That pursuant to Section 90(2) and (3) of the *Local Government Act 1999*, the Council orders that the public, with the exception of the Council staff present, be excluded from the meeting on the basis that the Council will receive, discuss and consider

- (a) Information the disclosure of which would involve the unreasonable disclosure of information concerning the personal affairs of any person (living or dead).

and the Council is satisfied that, the principle that the meeting should be conducted in a place open to the public, has been outweighed by the need to keep the receipt/discussion/consideration of the information confidential.

RECOMMENDATION 2

Under Section 91(7) and (9) of the *Local Government Act 1999*, the Council orders that the report, discussion and minutes be kept confidential for a period not exceeding 12 months, after which time the order will be reviewed.

Cr Clutterham moved:

That pursuant to Section 90(2) and (3) of the Local Government Act 1999, the Council orders that the public, with the exception of the Council staff present, be excluded from the meeting on the basis that the Council will receive, discuss and consider

- (a) Information the disclosure of which would involve the unreasonable disclosure of information concerning the personal affairs of any person (living or dead).*

and the Council is satisfied that, the principle that the meeting should be conducted in a place open to the public, has been outweighed by the need to keep the receipt/discussion/consideration of the information confidential.

Seconded by Cr Piggott and carried unanimously.

Cr Piggott moved:

Under Section 91(7) and (9) of the Local Government Act 1999, the Council orders that the report, discussion and minutes be kept confidential for a period not exceeding 12 months, after which time the order will be reviewed.

Seconded by Ms Sandra Di Blasio and carried unanimously.

8. **OTHER BUSINESS**
(Of an urgent nature only)

9. **NEXT MEETING**
Monday 20 November 2023 (Special Meeting)

10. **CLOSURE**
There being no further business the Presiding Member declared the meeting closed at 8.46pm.

Mayor Robert Bria
PRESIDING MEMBER

Minutes Confirmed on _____
(date)

13. OTHER BUSINESS
(Of an urgent nature only)

14. CONFIDENTIAL REPORTS

14.1 WRITTEN NOTICES OF MOTION – CONFIDENTIAL ITEM – COUNCIL RELATED MATTER

RECOMMENDATION 1

That pursuant to Section 90(2) and (3) of the *Local Government Act 1999* the Council orders that the public, with the exception of the Council staff present, be excluded from the meeting on the basis that the Council will receive, discuss and consider:

- (d) commercial information of a confidential nature (not being a trade secret) the disclosure of which –
 - (i) could reasonably be expected to prejudice the commercial position of the person who supplied the information; and
 - (ii) would, on balance, be contrary to the public interest;

and the Council is satisfied that, the principle that the meeting should be conducted in a place open to the public, has been outweighed by the need to keep the receipt/discussion/consideration of the information confidential.

RECOMMENDATION 2

Under Section 91(7) and (9) of the *Local Government Act 1999* the Council orders that the report, minutes and discussion be kept confidential for a period not exceeding 12 months, after which time the order will be reviewed.

14.2 COUNCIL RELATED MATTER

RECOMMENDATION 1

That pursuant to Section 90(2) and (3) of the *Local Government Act 1999*, the Council orders that the public, with the exception of the Council staff present, be excluded from the meeting on the basis that the Council will receive, discuss and consider:

- (h) legal advice; and
- (i) information relating to litigation that the Council believes on reasonable grounds will take place, involving the Council;

and the Council is satisfied that, the principle that the meeting should be conducted in a place open to the public, has been outweighed by the need to keep the consideration of the information confidential.

RECOMMENDATION 2

Under Section 91(7) and (9) of the *Local Government Act 1999* the Council orders that the report, minutes and discussion to be kept confidential until this matter is finalised.

**14.3 EASTERN WASTE MANAGEMENT AUTHORITY INCORPORATED BOARD (EAST WASTE) -
APPOINTMENT OF INDEPENDENT CHAIRPERSON**

RECOMMENDATION 1

That pursuant to Section 90(2) and (3) of the *Local Government Act 1999* the Council orders that the public, with the exception of the Council staff present, be excluded from the meeting on the basis that the Council will receive, discuss and consider:

- (a) information, the disclosure of which would involve the unreasonable disclosure of information concerning the personal affairs of any person (living or dead);

and the Council is satisfied that, the principle that the meeting should be conducted in a place open to the public, has been outweighed by the need to keep the receipt/discussion/consideration of the information confidential.

RECOMMENDATION 2

Under Section 91(7) and (9) of the *Local Government Act 1999*, the Council orders that the report, discussion and minutes be kept confidential until the announcement in respect to the re-appointment of Independent Chairperson of the Board of the Eastern Waste Management Authority Inc. is made.

14.4 STAFF RELATED MATTER

RECOMMENDATION 1

That pursuant to Section 90(2) and (3) of the *Local Government Act 1999* the Council orders that the public, with the exception of the General Manager, Governance & Civic Affairs, be excluded from the meeting on the basis that the Council will receive, discuss and consider:

- (a) Information the disclosure of which would involve the unreasonable disclosure of information concerning the personal affairs of any person (living or dead).

and the Council is satisfied that, the principle that the meeting should be conducted in a place open to the public, has been outweighed by the need to keep the receipt/discussion/consideration of the information confidential.

RECOMMENDATION 2

Under Section 91(7) and (9) of the *Local Government Act 1999* the Council orders that the report and discussion be kept confidential for a period not exceeding 12 months, after which time the order will be reviewed.

14.5 COUNCIL RELATED MATTER

RECOMMENDATION 1

That pursuant to Section 90(2) and (3) of the *Local Government Act 1999* the Council orders that the public, with the exception of the General Manager, Governance & Civic Affairs, be excluded from the meeting on the basis that the Council will receive, discuss and consider:

- (a) Information the disclosure of which would involve the unreasonable disclosure of information concerning the personal affairs of any person (living or dead).

and the Council is satisfied that, the principle that the meeting should be conducted in a place open to the public, has been outweighed by the need to keep the receipt/discussion/consideration of the information confidential.

RECOMMENDATION 2

Under Section 91(7) and (9) of the *Local Government Act 1999* the Council orders that the report and discussion be kept confidential for a period not exceeding 12 months, after which time the order will be reviewed.

15. CLOSURE