

CITY OF WEST TORRENS



## Notice of Council & Committee Meetings

**NOTICE IS HEREBY GIVEN** in accordance with Sections 83, 84, 87 and 88 of the *Local Government Act 1999*, that a meeting of the

### Council

and

- **City Services and Amenity Standing Committee**

of the

**CITY OF WEST TORRENS**

will be held in the Council Chambers, Civic Centre  
165 Sir Donald Bradman Drive, Hilton

on

**TUESDAY, 7 MAY 2019  
at 7.00pm**

**Angelo Catinari  
Chief Executive Officer (Acting)**

**City of West Torrens Disclaimer**

Please note that the contents of these Council and Committee Agendas have yet to be considered by Council and officer recommendations may be altered or changed by the Council in the process of making the formal Council decision.

## INDEX

<b>1</b>	<b>Meeting Opened</b> .....	<b>1</b>
	1.1 Evacuation Procedures	
<b>2</b>	<b>Present</b> .....	<b>1</b>
<b>3</b>	<b>Apologies</b> .....	<b>1</b>
<b>4</b>	<b>Disclosure Statements</b> .....	<b>1</b>
<b>5</b>	<b>Confirmation of Minutes</b> .....	<b>1</b>
<b>6</b>	<b>Mayors Report</b> .....	<b>1</b>
<b>7</b>	<b>Elected Members Reports</b> .....	<b>3</b>
<b>8</b>	<b>Petitions</b> .....	<b>3</b>
	Nil	
<b>9</b>	<b>Deputations</b> .....	<b>3</b>
	Nil	
<b>10</b>	<b>Adjourn to Standing Committee</b> .....	<b>3</b>
<b>11</b>	<b>Adoption of Standing Committee Recommendations</b> .....	<b>3</b>
	11.1 City Services and Amenity Standing Committee Meeting .....	3
<b>12</b>	<b>Adoption of General Committee Recommendations</b> .....	<b>3</b>
	12.1 Audit General Committee Meeting.....	3
	12.2 City Advancement and Prosperity General Committee Meeting .....	4
<b>13</b>	<b>Questions with Notice</b> .....	<b>4</b>
	Nil	
<b>14</b>	<b>Questions without Notice</b> .....	<b>4</b>
<b>15</b>	<b>Motions with Notice</b> .....	<b>4</b>
	Nil	
<b>16</b>	<b>Motions without Notice</b> .....	<b>4</b>
<b>17</b>	<b>Reports of the Chief Executive Officer</b> .....	<b>5</b>
	17.1 West Torrens Invitation Homing Pigeon Club - Update Report .....	5
	17.2 City of Charles Sturt Draft Development Plan Amendment- Findon Rd, Kidman Park (North) Mixed Use (Residential and Commercial) .....	11
<b>18</b>	<b>Local Government Business</b> .....	<b>78</b>
	18.1 Local Government Circulars .....	78
<b>19</b>	<b>Member's Bookshelf</b> .....	<b>82</b>
<b>20</b>	<b>Correspondence</b> .....	<b>82</b>
	20.1 Newstart Allowance.....	83
	20.2 Adelaide and Mount Lofty Ranges Natural Resources Management Board .....	83
	20.3 Adelaide Botanic High School/Adelaide High School (CBD) Shared Zone .....	83
	20.4 Aviation Rescue Fire Fighting Services (ARFFS) at Adelaide Airport .....	83
	20.5 Changes to approach procedures for Adelaide Airport's Secondary Runway .....	83

---

20.6	Legislative review of the South Australian and Ethnic Affairs Commission Act 1980.....	83
20.7	Licensing fees for resource recovery and transfer activities .....	83
20.8	Exemption to incorporate the Strategic Planning and Development Policy Committee requirements into the City Advancement and Prosperity General Committee.....	83
<b>21</b>	<b>Confidential</b> .....	<b>113</b>
	Nil	
<b>22</b>	<b>Meeting Close</b> .....	<b>113</b>

## 1 MEETING OPENED

### 1.1 Evacuation Procedures

## 2 PRESENT

## 3 APOLOGIES

### Leave of Absence

#### Council Members:

Cr Elisabeth Papanikolaou

## 4 DISCLOSURE STATEMENTS

Elected Members are required to:

1. Consider Section 73 and 75 of the *Local Government Act 1999* and determine whether they have a conflict of interest in any matter to be considered in this Agenda; and
2. Disclose these interests in accordance with the requirements of Sections 74 and 75A of the *Local Government Act 1999*.

## 5 CONFIRMATION OF MINUTES

### RECOMMENDATION

That the Minutes of the meeting of the Council held on 16 April 2019 be confirmed as a true and correct record.

## 6 MAYORS REPORT

### (Preliminary report for the agenda to be distributed Friday, 3 May 2019)

In the three weeks since the last Council Meeting of 16 April 2019 functions and meetings involving the Mayor have included:

#### 17 April

11.00am Met with Mr Bill Gonis, President of the Greek Orthodox Community of South Australia.

12.30pm Met with Mr Matt Cowdrey OAM MP.

#### 18 April

9.30am Met with Mr George Kouloumentas regarding Dew Street Thebarton.

2.30pm Attended a celebration of key milestones of service for staff from the City Operations department.

#### 19 April

2.00pm Attended the West Adelaide vs Eagles match at City Mazda Stadium.

#### 23 April

6.00pm Participated in the City Advancement and Prosperity General Committee Meeting.

6.30pm Attended the Rotary Club of West Torrens 40th Birthday dinner at the Henley Beach Surf Life Saving Club.

**24 April**

- 4.00pm Met with the residents David and Annette from Allen Street, Brooklyn Park.  
 5.30pm Attended a reception in honour of visit to South Australia by the Hellenic Presidential Guard at Parliament House as a guest of the Hon Steven Marshall MP, Premier of South Australia.  
 7.20pm Attended the West Adelaide vs Glenelg match at City Mazda Stadium.

**25 April**

- 5.00am Attended the Hilton RSL Anzac Day Dawn Service at the City of West Torrens Memorial Gardens, the Hellenic Presidential Guard marched in honour of the service.

**26 April**

- 9.00am Met with the President and Treasurer of the Lockleys Bowling Club.  
 10.30am Participated in a meeting with Ms Grace Portolesi and Brad Kitschke from Beam e-scooters.  
 12.30pm Met with Ms Rose Morris, Hindmarsh Candidate for the Australia United Party.  
 3.00pm Attended the Apokathylosis service at St George Church Rose Street Thebarton, the Hellenic Presidential Guard also attended the service.  
 5.30pm Attended the Port Adelaide vs North Melbourne match at Adelaide Oval as a guest of the South Australian Football Commission Chairman.

**27 April**

- 11.00pm Attended the Orthodox Holy Saturday Easter Service at St Nicholas Church, Thebarton.

**28 April**

- 7.00pm Attended the South Australian Bangladeshi Community Association New Year event at the Dom Polski Centre in Adelaide.

**29 April**

- 12.00pm Attended a luncheon at St George Church in Thebarton as a guest of Father Patsouris.  
 5.00pm Attended the Open Public Reception in honour of Hellenic Presidential Guard at the Thebarton Theatre hosted by the Hon Peter Malinauskas MP, Leader of the Opposition.

**30 April**

- 2.00pm Attended the St George College Assembly in honour of the visit to South Australia by the Hellenic Presidential Guard, where the group leader presented to the assembly regarding the history of Evzones.  
 6.00pm Participated in the Elected Member training on Managing the Media.  
 8.00pm Attended a dinner with the Hellenic Presidential Guard and travelling officials in Adelaide.

**1 May - 3 May**

Attending the Australian Mayoral Aviation Council conference in Melbourne.

In addition, after the compilation of this report on Thursday as part of the Agenda to be distributed on Friday, I anticipate having attended or participated in the following:

**4 May**

- 11.00am Presenting the Mayor's Trophy at the Novar Gardens Bowling and Petanque Club's trophy presentation day and Annual General Meeting at the club rooms in Novar Gardens.

**5 May**

11.00am Conducting the official welcome at the Kodomo no Hi Japan Festival in Kings Reserve.

**6 May**

9.30am Attending the Adelaide Airport Master Plan Exposure Draft and Australian Noise Exposure Forecast update in the City of West Torrens Civic Centre.

**7 May**

3.00pm Attending a presentation on the Telstra Smart Cities program by Mr Merrick Spain.

6.00pm Council dinner

7.00pm Council meeting.

**RECOMMENDATION**

That the Mayor's Report be noted.

**7 ELECTED MEMBERS REPORTS****8 PETITIONS**

Nil

**9 DEPUTATIONS**

Nil

**10 ADJOURN TO STANDING COMMITTEE****RECOMMENDATION**

That the meeting be adjourned, move into Standing Committee and reconvene at the conclusion of the City Services and Amenity Standing Standing Committee.

**11 ADOPTION OF STANDING COMMITTEE RECOMMENDATIONS****11.1 City Services and Amenity Standing Committee Meeting****RECOMMENDATION**

That the recommendations of the City Services and Amenity Standing Committee held on 7 May 2019 be adopted.

**12 ADOPTION OF GENERAL COMMITTEE RECOMMENDATIONS****12.1 Audit General Committee Meeting****RECOMMENDATION**

That the Minutes of the Audit General Committee held on 17 April 2019 be noted and the recommendations adopted.

**12.2 City Advancement and Prosperity General Committee Meeting****RECOMMENDATION**

That the Minutes of the City Advancement and Prosperity General Committee held on 23 April 2019 be noted and the recommendations adopted.

**13 QUESTIONS WITH NOTICE**

Nil

**14 QUESTIONS WITHOUT NOTICE****15 MOTIONS WITH NOTICE**

Nil

**16 MOTIONS WITHOUT NOTICE**

## 17 REPORTS OF THE CHIEF EXECUTIVE OFFICER

### 17.1 West Torrens Invitation Homing Pigeon Club - Update Report

#### Brief

This report provides Elected Members with an update on the relocation of the West Torrens Invitation Homing Pigeon Club from Lockleys Oval to an alternate premises and seeks Council approval for a reduction/waiving of hire fees for the Club.

#### RECOMMENDATION

It is recommended to Council that:

1. Any fees payable for hire of the Plympton Community Centre by the West Torrens Invitation Homing Pigeon Club for activities associated with the South Australian Homing Pigeon Association season (May to October annually) be waived until 31 October 2021;

OR

2. Any fees payable for hire of the Plympton Community Centre by the West Torrens Invitation Homing Pigeon Club for activities associated with the South Australian Homing Pigeon Association season (May to October annually) be reduced to \$200 per season until 31 October 2021;

OR

3. The West Torrens Invitation Homing Pigeon Club be responsible for any fees payable for the hire of the Plympton Community Centre for activities associated with the South Australian Homing Pigeon Association season (May to October annually), up to \$760 per season plus a bond amount of \$500.

---

#### Introduction

At its meeting of 26 March 2019, the City Facilities and Waste Recovery Committee (*the Committee*) was advised:

- The Administration had been involved in discussions with the West Torrens Invitation Homing Pigeon Club (*the Pigeon Club*) regarding opportunities to secure alternate accommodation for them following the termination of their "tenancy at will" arrangement, and subsequent demolition of the clubroom building on the eastern side of Lockleys Oval.
- Given the current occupation of existing Council facilities, it is unlikely that a "standalone" solution could be provided for, or offered to, the Pigeon Club.
- Accordingly, the Administration had undertaken some preliminary discussions and investigations to determine whether a shared arrangement with other existing tenants or at other existing Council facilities may be possible.
- The information provided by the Club representatives indicated that the usage sought is primarily after hours, generally between 6pm and 8pm on either Wednesday, Thursday or Friday evenings and principally for hampering birds prior to races and then on Saturday or Sunday evenings to record the results of those races. As indicated, there are 20 races per year, these are held between the months of May and October.



At this meeting, the Committee resolved that:

*"The Administration continue to investigate opportunities to relocate the West Torrens Pigeon Club from Lockleys Oval to alternative facilities within the City of West Torrens and that a future report be provided to this Committee detailing the outcome of those investigations."*

Investigations have now been undertaken and a report is being presented to Council in lieu of the City Facilities and Waste Management Committee (the Committee), as a resolution is required prior to the commencement of the 2019 Pigeon Racing season. The season commences on 24 May and the next scheduled Committee meeting is 28 May 2019.

### Discussion

The Pigeon Club has a long history in the West Torrens Council area and currently has approximately 10 members. The Administration, in conjunction with representatives of the Pigeon Club, investigated the Plympton Community Centre as an appropriate option for the Club's relocation. Following the viewing and confirmation of availability, the Pigeon Club is satisfied that the venue will be suitable for their activities.

It is anticipated that the Pigeon Club will utilise the sewing room of the Plympton Community Centre (**Attachment 1**) approximately twice per week for two hours each session and for 20 weeks (May to October) annually. The dates are set by the South Australian Homing Pigeon Association (SAHPA), and not negotiable.

The Plympton Community Centre is operated and managed by the City of West Torrens and as such is bound by the Fees and Charges set by the Council (**Attachment 2**). The Fees are classified in 3 categories:

- A. City of West Torrens' based groups or provision of services for the community where no fee or charges are involved (Hire Charge = Nil):
- B. Community groups or provision of services for the community with or without fees or charges (Hire Charge = \$5 per hour)
- C. Corporate, government or private hire (Hire Charge = \$10 per hour).

Annual membership fees for the Pigeon Club are tokenistic and set at \$30 per person per season. The annual fees cover costs associated with purchasing and maintaining equipment required to record details of the pigeons before and after racing (i.e. printers, scanners). No weekly fees are charged.

Although, the Pigeon Club could be classified as Category A or B in the Schedule of Hire Fees (community groups with or without membership fees), many of the dates required by the Club are Fridays, Saturdays or Sundays where the hire fees are considered 'private hires' (Category C) and as such are more expensive (\$10 per hour compared to Nil or \$5 per hour). The dates are set by the SAHPA not the Pigeon Club itself.

For the coming season, the Pigeon Club requires 44 hires (2 hours each hire). The cost for hire will be as follows:

Category A	12 hires x 2 hours duration - midweek	\$Nil
	32 hires x 2 hours duration - Friday/Saturday/Sunday	\$640
	<b>TOTAL</b>	<b>\$640</b>

Category B	12 hires x 2 hours duration - midweek	\$120
	32 hires x 2 hours duration - Friday/Saturday/Sunday	\$640
	<b>TOTAL</b>	<b>\$760</b>

The Pigeon Club have declared their limited capacity to raise funds and would be required to charge weekly fees to members should the aforementioned hire fees be payable, which would potentially result in decreased membership.

The Pigeon Club were previously located in a stand-alone clubroom with kitchen and storeroom at Lockleys Oval. They have not held a lease or licence with Council for a significant number of years and were operating as a "Tenant At Will" prior to the clubroom's demolition as part of the Lockleys Oval upgrade. Therefore, the Pigeon Club were not required to pay lease/licence fees, however were responsible for the electricity costs associated with the facility. For the 2017-2018 financial year, electricity charges were approximately \$400 p.a.

The Administration seeks the Council's guidance in regard to fees payable for the Pigeon Club should they relocate their activities to the Plympton Community Centre, given they will be hiring one room of the Centre twice per week for a limited season compared to their previous arrangement which included full use (24hrs per day / 7 days per week / 365 days per year) of their own clubroom (albeit a 'Tenant At Will').

### **Conclusion**

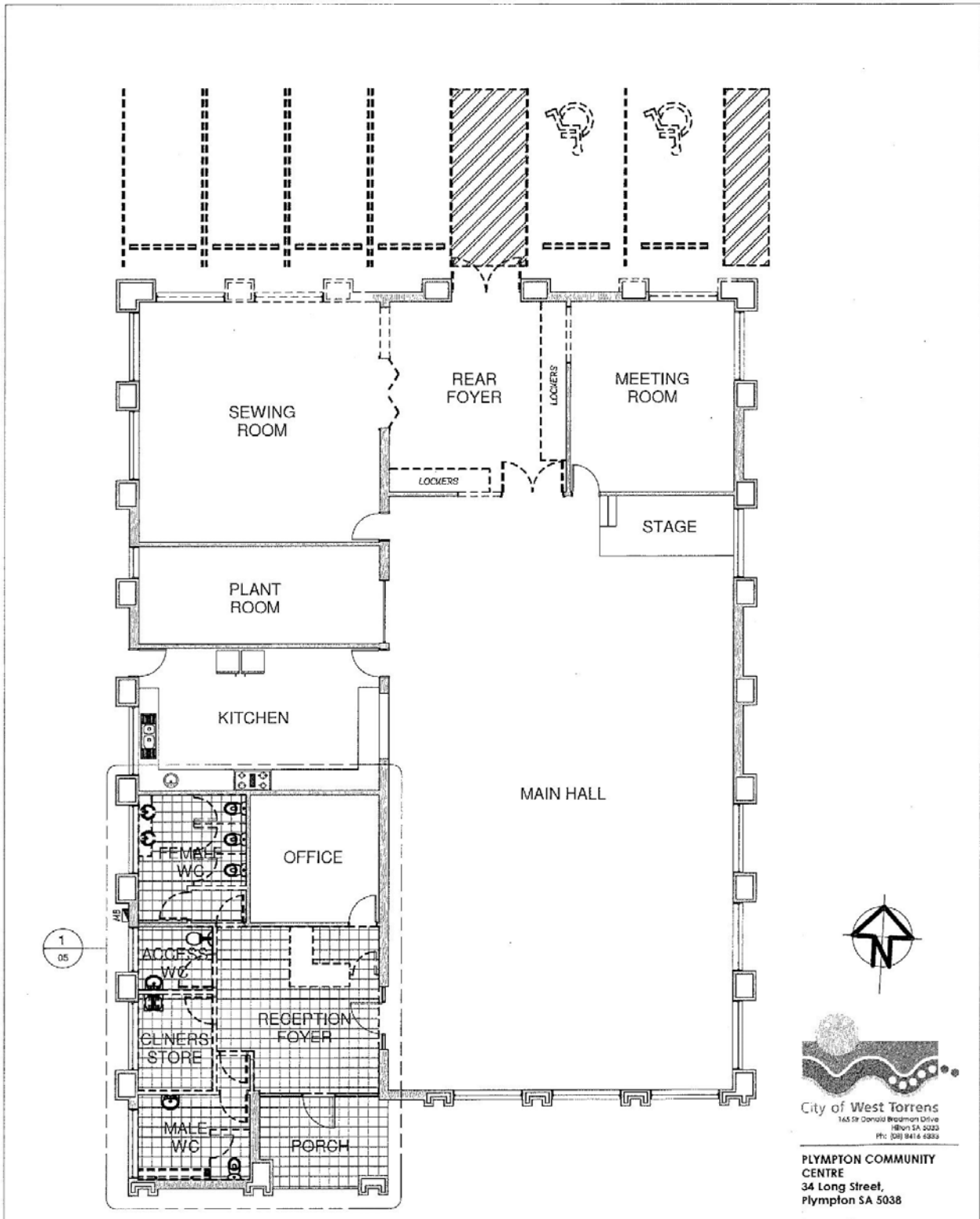
The Pigeon Club have been required to relocate from Lockleys Oval due to the upgrade works and the Administration has been seeking a suitable facility for their use. The Plympton Community Centre (Sewing Room) has been deemed appropriate by the Club and the Administration and is available on all required dates.



The hire fees associated with the new venue range between \$640 and \$760 per season and with the Pigeon Club's limited capacity to raise funds, these fees will prove to be unachievable for the Club.

The Administration seeks the Council's guidance in regard to fees payable for the Pigeon Club at the Plympton Community Centre as the current fees and charges are set by Council, and any alterations require a resolution of Council.

### **Attachments**

- 1. Plympton Community Centre Floor Plan**
- 2. Plympton Community Centre Fees and Charges 2019**



  
  
City of West Torrens  
165 St Donald Broadman Drive  
Plympton SA 5033  
Ph: 080 9416 000

**PLYMPTON COMMUNITY CENTRE**  
34 Long Street,  
Plympton SA 5038

**Plympton Community Centre  
Schedule of facilities  
and hire fees 2017/18  
(Schedule B)**

Civic Centre  
165 Sir Donald Bradman Drive  
Hilton, SA 5033  
Tel (08) 8416 6333  
Fax (08) 8443 5709  
Email [csu@wtcc.sa.gov.au](mailto:csu@wtcc.sa.gov.au)  
Website [westtorrens.sa.gov.au](http://westtorrens.sa.gov.au)



### Category of fees

- A:** City of West Torrens' based groups or provision of services for the community when no fees or charges are involved.
- B:** Community groups or provision of services for the community with or without fees or charges.
- C:** Corporate, government or private hire.

Please note: All hires from 5pm Friday until 8am Monday are considered private hire and the appropriate fee will apply. Requests to waive fees will not be considered

### Main Hall - Suitable for functions and recreational events/activities

- 21m x 12m (250m<sup>2</sup>)
- Capacity:
  - 100 at rectangle tables
  - 120 standing
  - 100 theatre style

Note: Set up and pack down of equipment is the responsibility of the hirer and must be completed within your allocated booked time frames. Access to the building outside of the times you have booked is not permitted.

#### Hourly fee

- A: No charge unless extra costs are incurred by Council (eg extra cleaning or set up costs).
- B: \$10 per hour
- C: \$20 per hour

#### Hourly fee with use of kitchen

- A: No charge unless extra costs are incurred by Council (eg extra cleaning or set up costs).
- B: \$15 per hour
- C: \$30 per hour

### Meeting Room - Suitable for meetings/seminars

#### Details

- 7m x 6m (42m<sup>2</sup>)
- Carpet tile flooring
- 16 chairs
- Four square tables (can seat four per table)
- Capacity:
  - 12 lecture style
  - 16 around tables
- 25 theatre style, requires additional chairs

#### Hourly fee

- A: No charge unless extra costs are incurred by Council (eg extra cleaning or set up costs).
- B: \$5 per hour
- C: \$10 per hour

### Sewing/ Billiard Room - Suitable for sewing / crafts and billiard games

#### Details:

- 8m x 9m (72m<sup>2</sup>)
- Non slip vinyl
- Two billiard tables
- Capacity:
  - 12 at sewing machines
  - 20 people in general

#### Hourly fee:

- A: No charge unless extra costs incurred by Council (eg extra cleaning up or set up costs).
- B: \$5 per hour.
- C: \$10 per hour.

**Kitchen - To prepare and serve meals and drinks to Main Hall only**

- 40 square metres (8m x 5m)
- Floor - non slip vinyl
- Stainless steel work surfaces
- Glasswasher
- 2 x 6 burner gas stove with electric oven
- Microwave
- Single door domestic refrigerator
- Boiling/filtered/chilled water unit

**Hourly fee**

- A: No charge unless extra costs are incurred by Council (eg extra cleaning or set up costs).
- B: \$5 per hour
- C: \$10 per hour

**Additional fees**

- Cancellation fees:
  - A - \$50 (unless written notice is provided at least four weeks in advance)
  - B - \$300 (or the entire hire fee if it is less than \$300, unless written notice is provided at least four weeks in advance)
  - C - \$300 (or the entire hire fee if it is less than \$300, unless written notice is provided at least four weeks in advance)
- Emergency assistance - \$150
- Additional cleaning weekday (if required at Council's discretion) - \$85 per hour
- Additional cleaning weekend (if required at Council's discretion) - \$132 per hour
- Additional cleaning public holidays - \$162 per hour
- Security call out (fault of hirer) - \$85 per call out
- Security access - card replacement - \$65
- Bond fee - \$500

**Notes**

- Plympton Community Centre - private hire and special use are as determined by Manager Community Services only, bond will apply.
- Set-up and pack-down of equipment is the responsibility of the hirer and must be completed within your allocated time frames.
- Access to the building outside the times you have booked is not permitted.
- Fees for hire will be set by the City of West Torrens and reviewed on an annual basis in line with Council's Fees and Charges Policy.

## 17.2 City of Charles Sturt Draft Development Plan Amendment- Findon Rd, Kidman Park (North) Mixed Use (Residential and Commercial)

### Brief

This report presents an overview of the privately funded mixed use Development Plan Amendment (DPA) currently being undertaken by the City of Charles Sturt.

### RECOMMENDATION

It is recommended to Council that the proposed feedback contained within this report, be approved and submitted to the City of Charles Sturt in response to the proposed *Findon Road, Kidman Park (North) Mixed Use (Residential and Commercial) Development Plan Amendment (DPA) (Privately Funded)*.

---

### Introduction

This report summarises the City of Charles Sturt (CCS) privately funded *Findon Road, Kidman Park (North) Mixed Use (Residential and Commercial) DPA* and proposes a Council response to the request for submissions on the DPA (**Attachment 1**). Public consultation commenced on 21 March 2019 and closes 5pm on 23 May 2019.

### Discussion

In 2016, the then Minister for Planning wrote to councils indicating his preference that no new DPAs be added into the current system, effectively closing the door on any new policy changes prior to the introduction of the Planning and Design Code.

The change of State Government in March 2018 saw a renewed interest in progressing DPAs that were already in the system, and more recently Ministerial DPAs such as the Morphetville Racecourse DPA have resurfaced, appearing in the State Planning Commission's work plan timelines. Likewise, many existing Council and privately funded DPAs that can be completed prior to the transition to the Planning and Design Code, are being progressed through the system.

The subject DPA builds on earlier land use analysis undertaken by CCS and proposes to extend the adjacent *Mixed Use Zone- Urban Village Findon Policy Area 9- Precinct 50 Village Employment and Living* policies over the *affected area*. The affected area is defined as the land having primary frontage to Findon Road at Kidman Park, with a secondary frontage to Keele Place.

The Urban Employment Zone (Industry Interface Area) currently applies to the land, which primarily contains a mix of commercial and industrial land uses, including commercial, office, storage and warehouse uses. The affected area is bordered by a Residential Zone to the east, south and west, with Mixed Use Zone covering land to the north.

The proposed zone policy does not preclude industrial development, however, it does envisage land uses that are more complementary and interface more cohesively with existing land uses and surrounding zones.

### Traffic Comments

Comments have been sought from Council's City Assets department with regard to cumulative traffic impacts resulting from future proposed DPAs within CCS that are also sited along Findon Road, in close proximity to the West Torrens boundary.

The Administration has prepared a proposed response to the DPA for approval by Council and subsequent submission to the CCS. Of particular note are the following comments from City Assets which are included in the proposed response:

*'...the transport investigations undertaken for this DPA indicate a relatively low traffic generation for the rezoned land and that heavy vehicle movements would be reduced. It would appear that satisfactory access could also be provided to Findon Road.'*

*Given the above assessment, City Assets is of the opinion that there should not be adverse traffic impact arising on the City of West Torrens' local road network from this current DPA.*

*City Assets understands that there is another DPA that would be undertaken shortly for the 'Metcash' site, which is located to the south of this current DPA. At the request of DPTI, the current DPA also considered the cumulative traffic impacts arising from future rezoning of the 'Metcash' site (to the south) and "Aldi" site (to the north) and found that, in particular, the 'Metcash' site could potentially worsen traffic conditions significantly in Findon Road and the nearby intersections.*

*City Assets recommend that as part of the 'Metcash' site DPA that the City of Charles Sturt is considering, the transport impact assessment should consider in detail the implications on the major intersections in the City of West Torrens, including the intersection of Pierson Street/Rowells Road (signalised) and Rowells Road/Henley Beach Road (signalised), and the potential through traffic movements that may use the City of West Torrens' local road network such as Pierson Street and Garden Terrace.'*

### Policy Comments

The DPA also includes policy changes that will take effect across CCS and the proposed policy changes that are *most* relevant to West Torrens relate to conversion from the Development Plan to the Code.

Department of Planning, Transport and Infrastructure (DPTI) staff have previously indicated that concept plans will not be available within the Code, to the point where this Council's Administration has been advised to not include Concept Plans in DPA documents that are in progress.

Council seeks to highlight that this DPA demonstrates strong reasoning for the retention of concept plans in policy to be included in the Planning and Design Code, as the concept plan visually clarifies the policy that is written in words. The key policy considerations follow below.

Without a concept plan there is no simple way to clearly convey the spatial extent of Principle of Development Control (PDC) 12, which attempts to explain where the 25 metre buffer height restrictions apply. Without the concept plan it would be unclear that land immediately abutting Adele Avenue, Kidman Park is not included, and that the 'buffer height limit' only begins to apply to the land which sits behind the dwellings which front Adele Avenue, Kidman Park. The visual representation of the concept plan works together with written policy to provide clear and easily understood provisions for the public, developers and assessing authorities.

Furthermore, analysis of the recently released Phase 1 of the Code has highlighted an issue of ambiguity regarding envisaged building height limitations described in *storeys* versus *metres*. It is also often unclear, or varies, from where the building height measurement starts (e.g. from ground level or footings). This can be particularly problematic in mixed use areas where a standard storey height for commercial development and residential development will also differ. It is suggested that CCS considers rewriting these parameters to clarify and facilitate consistent interpretation.

**Conclusion**

Charles Sturt City Council invited responses to a privately funded Mixed Use DPA and a response is proposed for approval to be submitted prior to the consultation closing date 23 May.

**Attachments**

1. **Draft Findon Road, Kidman Park (North) Mixed Use (Residential and Commercial) DPA (Explanatory Statement and Analysis) and (The Amendment)**



# Development Plan Amendment

By the Council

## City of Charles Sturt

### Draft Findon Road, Kidman Park (North) Mixed Use (Residential and Commercial) Development Plan Amendment (Privately Funded)

Explanatory Statement and Analysis

For Consultation

March 2019

Draft Findon Road, Kidman Park (North) DPA  
City of Charles Sturt  
Table of Contents

## Table of Contents

<b>Have Your Say</b>	<b>1</b>
<b>Explanatory Statement</b>	<b>2</b>
Introduction.....	2
Need for the Amendment.....	2
Statement of Intent.....	4
Affected Area.....	4
Developer Funded DPA.....	4
Summary of Proposed Policy Changes.....	6
Legal Requirements.....	7
Consultation.....	7
The Final Stage.....	8
<b>Analysis</b>	<b>9</b>
<b>1. Background.....</b>	<b>9</b>
<b>2. The Strategic Context and Policy Directions.....</b>	<b>10</b>
2.1 Consistency with the Planning Strategy.....	10
2.2 Consistency with other key strategic policy documents.....	10
2.2.1 Council’s Strategic Directions Report.....	10
2.2.2 Infrastructure Planning.....	11
2.2.3 Current Ministerial and Council DPAs.....	11
2.3.4 Existing Ministerial Policy.....	12
<b>3. Investigations.....</b>	<b>13</b>
3.1 Investigations undertaken prior to the SOI.....	13
3.1.1 Charles Sturt Industrial Land Study (April 2008).....	13
3.1.2 Best Practice Open Space in Higher Density Developments Project (2011).....	13
3.1.3 City of Charles Sturt Open Space Strategy 2025 – Directions Report (August 2015).....	14
3.1.4 City of Charles Sturt Engineering and Open Space Development Guidelines.....	16
3.1.5 Strategic Infrastructure Plan for South Australia, 2004/5 – 2014/15 and 2010 Discussion Paper.....	16
3.1.6 City of Charles Sturt Community Plan 2016 - 2027.....	16
3.1.7 City of Charles Sturt North-West Growth Corridors Transport Study (2014).....	17
3.1.8 Previous Environmental Assessments Undertaken Over the Affected Area.....	17
3.1.9 The Integrated Transport and Land Use Plan (July 2015).....	18

**Draft Findon Road, Kidman Park (North) DPA**  
**City of Charles Sturt**  
**Table of Contents**

3.1.10	Australian Standards, Austroads Guides / Department of Planning, Transport and Infrastructure (DPTI) Code of Technical Requirements .....	18
3.1.11	Streets for People – Compendium for South Australian Practice (2012) .....	19
3.2	Investigations undertaken to inform this DPA.....	19
3.2.1	Transport Investigations.....	19
3.2.2	Public Transport .....	21
3.2.3	Public Open Space / Green Space .....	22
3.2.4	Utility Infrastructure.....	24
3.2.5	Flooding & Stormwater Management.....	25
3.2.6	Site Contamination.....	27
3.2.7	Interface / Integration.....	29
3.2.8	Non-Residential Development .....	30
3.2.9	Flightpath Building Height Limits.....	32
3.2.10	Non-Residential Land Uses – Interface.....	32
3.2.11	Noise & Air Emissions Overlay.....	33
3.2.12	Affordable Housing Overlay .....	33
3.2.13	Waste Management.....	34
3.2.14	Urban Form & Densities .....	34
3.2.15	Development Plan Policy.....	35
3.2.16	Concept Plan .....	36
<b>4.</b>	<b>Recommended Policy Changes .....</b>	<b>38</b>
<b>5.</b>	<b>Consistency with the Residential Code.....</b>	<b>39</b>
<b>6.</b>	<b>Statement of Statutory Compliance.....</b>	<b>39</b>
6.1	Accords with the Planning Strategy.....	39
6.2	Accords with the Statement of Intent .....	39
6.3	Accords with Other Parts of the Development Plan.....	39
6.4	Complements the Policies in the Development Plans for Adjoining Areas .....	39
6.5	Accords with Relevant Infrastructure Planning.....	40
6.6	Satisfies the Requirements Prescribed by the Regulations .....	40
	<b>References/Bibliography</b> .....	<b>41</b>
	<b>Schedule 4a Certificate</b> .....	<b>42</b>
	<b>Appendices</b> .....	<b>43</b>
	The Amendment.....	<b>1</b>

Draft Findon Road, Kidman Park (North) DPA  
City of Charles Sturt  
*Have Your Say*

## Have Your Say

This Development Plan Amendment (DPA) will be available for inspection by the public at the Civic Centre, 72 Woodville Road, Woodville from **Thursday 21 March 2019 until Thursday 23 May 2019**.

During this time anyone may make a written submission about any of the changes the DPA is proposing.

Submissions should be sent to:

### Post

The Chief Executive Officer  
City of Charles Sturt  
PO Box 1  
Woodville SA 5011

### Email

[jgronthos@charlessturt.sa.gov.au](mailto:jgronthos@charlessturt.sa.gov.au) (please ensure subject line referenced Draft Findon Road, Kidman Park (North) Mixed Use DPA)

### Online Survey

[www.yoursaycharlessturt.com.au](http://www.yoursaycharlessturt.com.au)

Submissions should indicate whether the author wishes to speak at a public meeting about the DPA. If no-one requests to be heard, no public meeting will be held.

If requested, a meeting will be held on Monday 17 June 2019 at the Civic Centre, 72 Woodville Road, Woodville at 6pm.

Draft Findon Road, Kidman Park (North) DPA  
City of Charles Sturt  
Explanatory Statement

## Explanatory Statement

### Introduction

The *Development Act 1993* provides the legislative framework for undertaking amendments to a Development Plan. The *Development Act 1993* allows either the relevant council or, under prescribed circumstances, the Minister responsible for the administration of the *Development Act 1993* (the Minister), to amend a Development Plan.

Before amending a Development Plan, a council must first reach agreement with the Minister regarding the range of issues the amendment will address. This is called a Statement of Intent. Once the Statement of Intent is agreed to, a Development Plan Amendment (DPA) (this document) is written, which explains what policy changes are being proposed and why, and how the amendment process will be conducted.

A DPA may include:

- An Explanatory Statement (this section)
- Analysis, which may include:
  - Background information
  - Investigations
  - Recommended policy changes
  - Statement of statutory compliance
- References/Bibliography
- Certification by Council's Chief Executive Officer
- Appendices
- The Amendment.

### Need for the Amendment

The subject land (the Affected Area) has a primary frontage to Findon Road at Kidman Park, with a secondary frontage to Keele Place. It has an area of approximately 7.8 hectares and is held under multiple ownerships.

The land is currently within the Urban Employment Zone and primarily contains a variety of commercial and industrial land uses, including commercial, office, storage and warehouse uses. There are isolated examples of shops, meat wholesaler, automotive and mechanical repairs, upholstery, fitness and engineering businesses on smaller allotments and premises in Keele Place.

The land is bordered by a Residential Zone to the east, south and west and a Mixed Use Zone to the north (see Figure 1).

The proponent of this Developer Funded DPA is seeking to investigate the potential rezoning of the land to encourage mixed use development to facilitate medium density residential use and commercial activities, making better use of the site's location in close proximity to public transport and the Adelaide CBD.

In further support of the proposal, the proponent has indicated that land within this portion of the Urban Employment Zone (Industry Interface Area) has experienced interface issues with surrounding residential areas. Issues such as truck movements to and from the site and associated noise issues from heavy vehicles and loading and un-loading activities have impacted the site's ability to operate without restrictions.

**Draft Findon Road, Kidman Park (North) DPA**  
**City of Charles Sturt**  
**Explanatory Statement**

Other support for the proposed rezoning is provided through:

- Council's Industrial Land Study (April 2008) which identified the land as a secondary industrial precinct with potential for rezoning to residential to recognise the area's higher long-term value (i.e. mixed use).

In particular, the subject land was identified as being within the Kidman Park North Precinct which was described as:

- Being less cohesive than the Kidman Park South Precinct, comprising a series of mixed use and generally smaller developments.
- Providing a curious mixture of industrial and commercial premises and uses, with no particular identity or character.
- Having little to differentiate it from the adjoining Mixed Use Zone to the north, which included a number of industrial uses (and a single street of housing).

In terms of needs and opportunities, it was suggested there was no need to preclude the continuation of industry, but there was an opportunity to relax the overall policy setting by rezoning the precinct as a Main Road policy area – possibly via integration with the adjoining Mixed Use Zone.

- Various Council strategic documents, including the Strategic Directions (Section 30) Report approved in 2014 and which specifically addressed the subject land as follows:

*"Should future rezoning be investigated, there is need to review the broader policy setting. The review should take into consideration the surrounding retail, commercial and industrial areas within the broader Grange and Findon Road intersection precinct. The application of the new 'Urban Employment Zone' from the South Australian Planning Policy Library could be considered as a 'better fit' to promote employment as a priority and ensure greater protection of employment lands."*

- A letter from the then Minister for Planning to Council dated 23 July 2015. While this letter advised of agreement to Council's Urban Employment Zone Development Plan Amendment Statement of Intent, it also encouraged Council *"to continue to investigate, as a matter of priority, appropriate zoning of strategic sites within its area that provide opportunities for population growth and private sector investment."*

The Minister identified the 'Fraterman site', which is within the subject land, as one of three sites that should be further investigated, noting that current activities were constrained to some extent by access and interface issues and were also within localities that had a clear residential character and considerable amenity.

While the Fraterman site was investigated by DPTI as part of the Minister's Inner and Middle Metropolitan Corridor Infill DPA it was not included in the final version of that DPA. Council subsequently rezoned this site to Urban Employment Zone under its Urban Employment Zone DPA which was approved on 31 October 2017.

This current DPA is undertaking a more detailed review of the Fraterman site as envisaged in the Minister's 2015 letter.

- Recognition in the Desired Character statement for the Urban Employment Zone – Industry Interface Area that:
  - Activities which are potentially hazardous or produce negative off-site impacts, such as noise, air, water and waste emissions, significant volumes of industrial traffic or have a detrimental impact on the amenity of properties in residential or similar environmentally sensitive zones are not appropriate.
  - Residential development can experience impact from some activities in terms of visual appearance, building bulk, minimal landscaping, noise, air quality, overshadowing, 24 hour operation, industrial traffic and on-street car parking.
  - This proximity to residential areas acts as a constraint on industrial operations.

**Draft Findon Road, Kidman Park (North) DPA**  
**City of Charles Sturt**  
**Explanatory Statement**

- Consistency with key strategic aims in *The 30-Year Plan for Greater Adelaide (2017 Update)* in relation to increasing population densities in proximity to transport corridors and public transport routes, in walkable neighbourhoods (proximity to public open space, community facilities, public transport and shops) and by providing increased housing choice.

This context strongly suggests it is timely to reconsider the planning policy for the site and the broader area.

In this regard, and in accordance with the City of Charles Sturt Privately Funded Development Plan Amendments Policy, a Statement of Justification was submitted to Council by *IBS Planning & Projects*, acting on behalf of the proponent, seeking a privately funded DPA to investigate re-zoning the land. The subsequent Statement of Intent for the DPA, outlining the investigations required to demonstrate the suitability of the rezoning, was endorsed by Council and the Minister for Planning.

The aim of the DPA is to investigate policy amendments to encourage mixed use development to facilitate a higher density of residential and commercial development to make better use of the site's location in close proximity to public transport and the Adelaide CBD.

### Statement of Intent

The Statement of Intent relating to this DPA was agreed to by the Minister on 9 October 2018.

The issues and investigations agreed to in the Statement of Intent have been undertaken or addressed.

### Affected Area

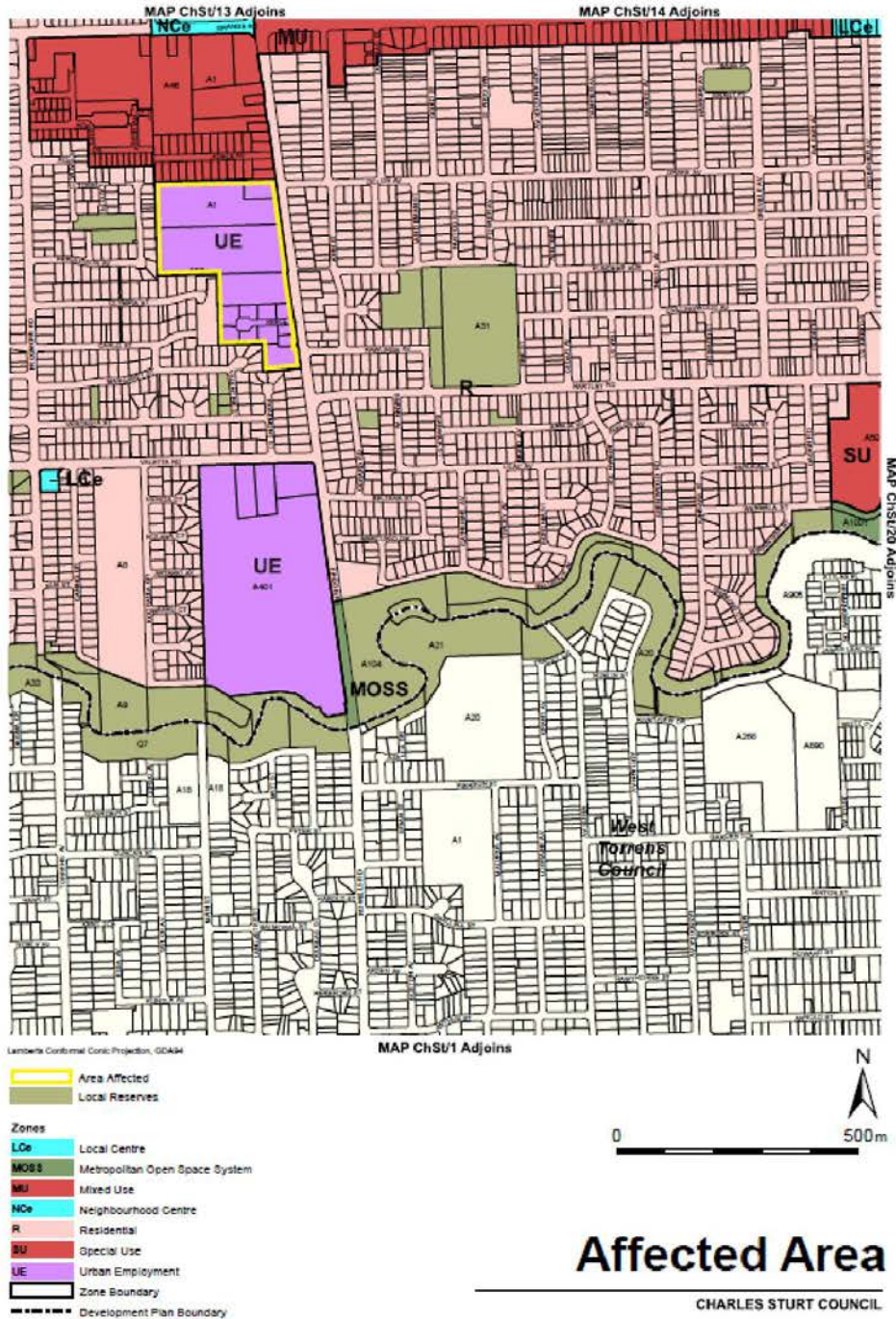
The Affected Area for this DPA encompasses that portion of the current Urban Employment Zone located on the western side of Findon Road, generally between Adele Avenue and Valetta Road, at Kidman Park. This area is shown on Figure 1 following.

### Developer Funded DPA

This DPA process has been funded by the proponent Leander Investments Pty Ltd (property owners of 344 – 354 Findon Road, Kidman Park) in accordance with a legal and funding agreement with Council. However, Council retains full control over the DPA process and decision-making responsibilities in accordance with the *Development Act 1993*.

Draft Findon Road, Kidman Park (North) DPA  
 City of Charles Sturt  
 Explanatory Statement

Figure 1: Affected Area



**Affected Area**

CHARLES STURT COUNCIL



Draft Findon Road, Kidman Park (North) DPA  
City of Charles Sturt  
Explanatory Statement

## Summary of Proposed Policy Changes

The DPA proposes to extend the adjacent *Mixed Use Zone – Urban Village Findon Policy Area 9 – Precinct 50 Village Employment and Living* policies over the Affected Area.

In this context, only minor amendments are considered necessary to accommodate specific site circumstances as follows:

- Amending the Desired Character statement for *Urban Village Findon Policy Area 9* to include reference to the need for new sensitive land uses to be sited and designed to reduce the potential for adverse impacts from existing uses.
- Amending the Desired Character statement for *Urban Village Findon Policy Area 9* to include reference to:
  - the need for further site contamination investigations at the development proposal stage if sensitive land uses are proposed in the Affected Area
  - the need for further consideration of public open space requirements in the Affected Area at the development proposal stage
  - the desirability of retaining a number of mature trees along the Findon Road frontage of the Affected Area
  - the need to provide an internal road network servicing not only immediately adjacent land but also providing convenient linkages and inter-connection with neighbouring land within the Affected Area.
- Amending PDC 1 for *Urban Village Findon Policy Area 9* to include “service industry” as an envisaged use in the Affected Area.
- Including a new PDC (to be PDC 12) for *Precinct 50 Village Employment and Living* to limit the height of new development in the Affected Area to 8.5 metres (up to 2 storeys) within 25 metres of adjacent residential areas in the Residential Zone and Precinct 52 of *Urban Village Findon Policy Area 9*.
- Amending current PDC 12 (to be PDC 13) for *Precinct 50 Village Employment and Living* to clarify the extent of “shops” envisaged in the Affected Area.
- Amending current PDC 13 (to be PDC 14) for *Precinct 50 Village Employment and Living* to recognise that within the Affected Area dwellings can be constructed irrespective if they are associated with commercial uses or not.
- Including a new PDC (to be PDC 18) for *Precinct 50 Village Employment and Living* to ensure the provision of an internal road network that services the immediately adjacent land and also provides convenient linkages and inter-connection with neighbouring land within the Affected Area.
- Amending the Map Reference Table to include reference to Overlay Map numbers for new Affordable Housing and Noise and Air Emissions Overlay Maps.
- Including new Maps to indicate the Affected Area is to be subject to additional policies contained in the Affordable Housing and Noise and Air Emissions Overlays.

Draft Findon Road, Kidman Park (North) DPA  
City of Charles Sturt  
Explanatory Statement

- Amending various Maps (i.e. relevant Index, Development Constraints, Zone, Policy Area and Precinct Maps) to reflect the rezoning proposed.
- Amending the current Concept Plan for *Urban Village Findon Policy Area 9* to include the Affected Area and to indicate key design features.

## Legal Requirements

Prior to the preparation of this DPA, council received advice from a person or persons holding prescribed qualifications pursuant to section 25(4) of the *Development Act 1993*.

The DPA has assessed the extent to which the proposed amendment:

- accords with the Planning Strategy
- accords with the Statement of Intent
- accords with other parts of council's Development Plan
- complements the policies in Development Plans for adjoining areas
- accords with relevant infrastructure planning
- satisfies the requirements prescribed by the *Development Regulations 2008*.

## Consultation

This DPA is now released for formal agency and public consultation. The following government agencies and organisations are to be formally consulted:

- Department of Planning, Transport and Infrastructure – Strategic and Development Planning
- Department of Planning, Transport and Infrastructure – Transport Services
- Department of Planning, Transport and Infrastructure – Public Transport Division
- Department of Justice – State Emergency Services & SA Metropolitan Fire Service
- Department of Environment and Water
- Department for State Development
- Environment Protection Authority
- Department for Education
- Electranet Pty Ltd
- Epic Energy
- SA Power Networks
- APA Group
- SA Water
- Mr Matt Cowdrey (Member for Colton)
- Hon Tom Koutsantonis (Member for West Torrens)
- Hon Joe Szakacs (Member for Cheltenham)
- Hon Steve Georganas (Federal Member for Hindmarsh)

Draft Findon Road, Kidman Park (North) DPA  
City of Charles Sturt  
*Explanatory Statement*

- City of West Torrens
- City of Prospect
- City of Port Adelaide and Enfield
- City of Adelaide
- Land owners within the investigation area
- Land owners immediately surrounding the investigation area.

All written and verbal, agency and public submissions made during the consultation phase will be recorded, considered, summarised and responses provided. Subsequent changes to the DPA may occur as a result of this consultation process.

### The Final Stage

When the Council has considered the comments received and made any appropriate changes, a report on this (the *Summary of consultations and proposed amendments* report) will be sent to the Minister.

The Minister will then either approve (with or without changes) or refuse the DPA.

## Analysis

### 1. Background

The Affected Area has a primary frontage to Findon Road at Kidman Park, with a secondary frontage to Keele Place. It has an area of approximately 7.8 hectares and is held under multiple ownerships.

The land is currently within the Urban Employment Zone (Industry Interface Area) and primarily contains a variety of commercial and industrial land uses, including commercial, office, storage and warehouse uses. The land is bordered by a Residential Zone to the east, south and west and a Mixed Use Zone to the north (see Figure 1).

The DPA is seeking to investigate the potential rezoning of the land to encourage mixed use development to facilitate medium density residential use and commercial activities, making better use of the site's location in close proximity to public transport and the Adelaide CBD. Additionally, such a zoning is expected to assist in ameliorating current interface issues with surrounding residential areas by reducing truck movements to and from the site and associated noise issues from heavy vehicles and loading and un-loading activities.

As indicated earlier under the Need for the Amendment, other support for the proposed rezoning is provided through:

- Council's Industrial Land Study (2008) which identified the land as a secondary industrial precinct with potential for rezoning to mixed use (industry/commercial/residential) to recognise the area's higher long-term value.
- Council's Strategic Directions (Section 30) Report (2014) which recognised the need to review the broader policy setting for the land, taking into consideration the surrounding retail, commercial and industrial areas within the broader Grange and Findon Road intersection precinct. It suggested the 'Urban Employment Zone' from the South Australian Planning Policy Library be considered for the land.
- A letter from the then Minister for Planning to Council (2015) which, in part, encouraged Council "to continue to investigate, as a matter of priority, appropriate zoning of strategic sites within its area that provide opportunities for population growth and private sector investment." The Minister identified the 'Fraterman site', which is within the subject land, as one of three sites that should be further investigated, noting that current activities were constrained to some extent by access and interface issues and were also within localities that had a clear residential character and considerable amenity.
- Recognition in the Urban Employment Zone – Industry Interface Area (introduced in 2017) that activities which produce negative off-site impacts, such as noise or industrial traffic, can have a detrimental impact on the amenity of residential areas and that this proximity to residential areas can also act as a constraint on industrial operations.
- Consistency with key strategic aims in *The 30-Year Plan for Greater Adelaide* (2017 Update) in relation to increasing population densities in proximity to transport corridors and public transport routes, in walkable neighbourhoods (proximity to public open space, community facilities, public transport and shops) and by providing increased housing choice.

This context strongly suggests it is timely to reconsider the planning policy for the site and the broader area.

## 2. The Strategic Context and Policy Directions

### 2.1 Consistency with the Planning Strategy

The Planning Strategy presents current State Government planning policy for development in South Australia. In particular, it seeks to guide and coordinate State Government activity in the construction and provision of services and infrastructure that influence the development of South Australia. It also indicates directions for future development to the community, the private sector and local government.

The following volume of the Planning Strategy is relevant to this DPA:

- The 30-Year Plan for Greater Adelaide (2017 Update).

The DPA supports the policies of the Planning Strategy by:

- Facilitating additional housing opportunities at increased densities within an established urban area/walkable neighbourhood.
- Facilitating additional housing opportunities at increased densities in close proximity to public transport routes.
- Providing for increased potential in urban green cover through new public open space and street tree plantings.
- Providing for mixed-use developments, including commercial land uses to service residential uses and provide potential employment opportunities.
- Requiring good urban design outcomes.
- Facilitating walking and cycling infrastructure.
- Providing for increased potential for new public open space areas.
- Requiring stormwater management to take into account WSUD principles.
- Ensuring potential land/water contamination and remediation options are investigated to ensure the land is suitable for the intended use.

A detailed assessment of the DPA against the Planning Strategy is contained in **Appendix A**.

### 2.2 Consistency with other key strategic policy documents

This DPA accords with other key policy documents in the following manner:

#### 2.2.1 Council's Strategic Directions Report

Council's Strategic Directions Report (as agreed by the Minister in April 2014) commented on the affected site as follows:

- *"Should future rezoning be investigated, there is a need to review the broader policy setting. The review should take into consideration the surrounding retail, commercial and industrial areas within the broader Grange and Findon Road intersection precinct. The application of the new 'Urban Employment Zone' from the South Australian Planning Policy Library could be considered as a 'better fit' to promote employment as a priority and ensure greater protection of employment lands."*

**Draft Findon Road, Kidman Park (North) DPA  
City of Charles Sturt  
Analysis**

However, as suggested in the Industrial Land Study (2008) and subsequently by the State Government (2015), a “mixed use” policy framework – which does not preclude a range of commercial and light industrial activities - was also considered appropriate.

**2.2.2 Infrastructure Planning**

Where relevant, a DPA must take into account relevant infrastructure planning (both physical and social infrastructure) as identified by Council (usually through the Strategic Directions Report), the Minister and/or other government agencies.

Council has identified the following infrastructure matters as requiring investigation as part of this DPA process:

- The capacity of key intersections north and south of the Affected Area to determine whether there is a need for any potential upgrades/signalisation.
- The capacity of the existing stormwater system within the locality and the need for future stormwater management requirements, including WSUD, to accommodate future development.
- Open space provision and walking/cycling network connections.

The findings of the investigations for these matters are discussed later in this DPA.

**2.2.3 Current Ministerial and Council DPAs**

This DPA has taken into account the following Ministerial and Council DPAs which are currently being processed:

Council DPAs	Response/Comment
Woodville Road and Environs DPA	Unlikely to be affected by this DPA.
Brompton Mixed Use (Residential and Commercial) DPA (Privately Funded)	Unlikely to be affected by this DPA.
Grange Road, Findon DPA (Privately Funded)	Unlikely to be affected by this DPA. Potential traffic implications have been considered.
Findon Road, Kidman Park Mixed Use (Residential and Commercial) DPA (Privately Funded)	Unlikely to be affected by this DPA. Potential traffic implications have been considered.
Kilkenny Mixed Use (Residential and Commercial) DPA (Privately Funded)	Unlikely to be affected by this DPA.
Ministerial DPAs	Response/Comment

There are no current Ministerial DPAs on consultation or post-consultation that will be affected by this DPA

Draft Findon Road, Kidman Park (North) DPA  
City of Charles Sturt  
*Analysis*

**2.3.4 Existing Ministerial Policy**

This DPA does not propose any changes to existing Ministerial policy and only proposes minor changes to some local policy additions.

### 3. Investigations

#### 3.1 Investigations undertaken prior to the SOI

##### 3.1.1 Charles Sturt Industrial Land Study (April 2008)

The City of Charles Sturt Industrial Land Study, 2008 reviewed the future of industrial land within the Council area. Industrial areas were assessed against the Prime Industrial Area Assessment Matrix, developed from the Metropolitan Adelaide Industrial Land Study to determine their importance as ongoing industrial land. The areas were also assessed against a Rezoning Potential Assessment Matrix to determine their suitability to being rezoned to an alternative use.

The Affected Area was identified in this Study as the Kidman Park North Precinct. This Precinct was not highly ranked in the Prime Industrial Area Assessment (pg 78). The description of the Precinct states: *"The Kidman Park North Precinct is less cohesive, comprising a series of mixed use and generally smaller developments than its southern counterpart [Kidman Park South Precinct that is the subject of a separate DPA]. By way of comment:*

- *the precinct provides a curious mixture of industrial and commercial; premises and uses, with no particular identity or character; and*
- *there is little to differentiate this precinct from the adjoining Mixed Use zone to the north, which includes a number of industrial uses (and a single street of housing).*

*As to needs and opportunities, there is no need to preclude the continuation of industry, but there is an opportunity to relax the overall policy setting and by rezoning the precinct as a Main Road policy area – possibly via integration with the adjoining Mixed Use zone" (pg 65).*

This Study supports consideration of rezoning the Affected Area to Mixed Use Zone.

##### 3.1.2 Best Practice Open Space in Higher Density Developments Project (2011)

This City of Charles Sturt project investigated the suitability, size and nature of open space for areas with increasing densities around transport nodes (transit-oriented developments), along transit corridors and in mixed-use precincts that integrate housing, employment, transport, community services, recreation and leisure.

The report:

- Highlights the importance of open space in higher density development areas and the justification for open space to be higher quality. For example, a smaller parcel of land could be developed to a district level to compensate for the community living in apartments (without backyards).
- Suggests that more than the statutory 12.5% open space provision could be justified in a higher density development area and consideration should also be given to population size.
- Indicates that for a lower density development (15 dwellings per hectare), 12.5% open space would represent around 4 hectares per 1,000 people, while a 12.5% allocation of land in a higher density development (75 dwellings per hectare) results in only 0.9 hectares per 1,000 people.
- Notes it would not be realistic to require 4 hectares per 1,000 people in a higher density development as this would require too much land and could result in high rise buildings and affordability issues.
- Includes principles and guidelines for open space in higher density development areas.



**Draft Findon Road, Kidman Park (North) DPA**  
**City of Charles Sturt**  
**Analysis**

Given the final form of development likely to occur within the Affected Area has not yet been determined (i.e. it could be a mixture of residential, industrial and commercial uses), could occur over a number of years as the area is redeveloped, and is subject to decisions by multiple landowners, it is not possible to be definitive about the size and location of the final open space provision to be delivered.

In this regard, the key findings of the *Best Practice Open Space in Higher Density Developments Project* report will be considered to ensure any open space provision is relevant to the proposed future development and assists in the creation of a desirable, liveable neighbourhood.

### 3.1.3 City of Charles Sturt Open Space Strategy 2025 – Directions Report (August 2015)

The *Open Space Strategy 2025* is to assist the City of Charles Sturt to strategically provide, develop and manage open space over the 10 year period 2015 – 2025. The Strategy involved a review of the Council's 2006 Open Space Strategy, while also giving consideration to current and future community needs (demand) and open space issues and opportunities (supply).

The Strategy relates to all types of open space including recreation parks, sportsgrounds, linear open space, waterfront reserves, natural areas and other open spaces. Given the large amount of open space in the City and the importance of open space to the community, the Strategy seeks to identify opportunities for further open space enhancements and innovations. In addition, the Strategy aims to address gaps in open space provision and guide the provision of additional open space as part of future urban developments.

In preparing the Strategy, the Council area was divided into five planning precincts (A to E) that connect similar suburbs and reflect main roads and other barriers.

The Affected Area is within the suburb of Kidman Park, which along with Fulham Gardens to the west and Flinders Park to the east, forms Precinct C: River Torrens Linear Park (RLTP) Areas.

Open space provision within Precinct C has been identified as 4.62 hectares/1,000 people, comprising primarily regional open space through the RLTP, otherwise mainly neighbourhood level and some district and local spaces.

The Directions for Reserves within the Precinct are primarily related to the following aspects:

- Collins Reserve
- Flinders Park
- RLTP – Tedder Reserve
- Sunningdale Reserve
- Connected streetscapes along Valetta Road and east of Frogmore Road.

While no specific Directions are identified for the Affected Area, the potential for infill within the wider Precinct has identified some potential general demands for:

- Spaces where ageing and older adults can participate in activity and gather (family and friend gatherings).
- Walking opportunities including to support the older community (including places to walk a dog).
- Family oriented recreation spaces including play spaces and activity opportunities for smaller and older children.

It is noted that *The 30-Year Plan for Greater Adelaide (2017 Update)* suggests that healthy neighbourhoods provide local open space so that all dwellings have at least one option within a 5 minute walk (400 metres). As shown on Figure 2: Locality Map, some of the Affected Area is within 400 metres of the Flinders Park district level open space, with other parts being up to some 600 metres distance. In addition, and dependent on the final form of development within the Affected Area, there may be a requirement to provide local open space within the subject land itself, resulting in the even closer proximity of dwellings to open space.

Draft Findon Road, Kidman Park (North) DPA  
City of Charles Sturt  
Analysis

Figure 2: Locality Map



**Draft Findon Road, Kidman Park (North) DPA**  
**City of Charles Sturt**  
*Analysis*

Figure 2 also indicates the provision of other open space within the wider locality, including district level facilities at Collins Reserve to the west and regional open space along the River Torrens Linear Park between 500 and 1100 metres to the south. Within this context it is contended that only local space is likely to be required to service any residential development within the Affected Area.

Given the final form of development likely to occur within the Affected Area has not yet been determined (i.e. it could be a mixture of residential, industrial and commercial uses), could occur over a number of years as the area is redeveloped, and is subject to decisions by multiple landowners, it is not possible to be definitive about the size and location of the final open space provision to be delivered.

As identified in Council's Open Space Strategy, there is the potential for local open space provision within the Affected Area to be designed to accommodate family and friends gatherings, walking opportunities and family oriented recreation spaces, including play spaces. However, this potential provision also needs to be considered against the needs of likely occupants of new medium density residential development established on the subject land.

Further discussion on this matter occurs later in Section 3.2.3 Public Open Space / Green Space.

### 3.1.4 City of Charles Sturt Engineering and Open Space Development Guidelines

These Guidelines were developed by Council with the aim of ensuring existing public infrastructure is maintained in a good condition post development and any new infrastructure handed over to Council is constructed to required standards. They are currently being updated by Council and are expected to be re-released in the future.

As new development proposals are lodged for approval with Council it is expected that the fundamentals of the Guidelines will apply.

### 3.1.5 Strategic Infrastructure Plan for South Australia, 2004/5 – 2014/15 and 2010 Discussion Paper

This State Government Plan and 2010 update Discussion Paper set both broad and specific priorities for the State's infrastructure – physical built assets, delivery of infrastructure for social services and natural heritage.

While the Plan and Discussion Paper are now dated, some aspects are still of general relevance to this DPA:

- Encouragement of higher-density residential development near activity centres and transport nodes, with support for more intensive infill redevelopment in appropriate urban areas through planning for land use and infrastructure augmentation.
- The greater uptake of ecologically sustainable development technologies in new residential developments will be encouraged.
- Increase use of public transport.
- Better manage our water resources, including stormwater.

Implementation of the DPA is expected to assist in achieving aspects of the Strategic Infrastructure Plan for South Australia.

### 3.1.6 City of Charles Sturt Community Plan 2016 – 2027

This Plan articulates how Council will work with its community to achieve shared goals of forming a strong, connected community with exciting places, sustainable strategies and economic opportunity.

**Draft Findon Road, Kidman Park (North) DPA**  
**City of Charles Sturt**  
**Analysis**

The following Objectives set out in the Plan are considered of relevance:

- Provide accessible social infrastructure and services that engage our diverse community.
- An urban environment that is adaptive to a changing and growing city.
- Create valued urban places that bring people together and reflect local character and identity.
- Support and enable local business prosperity and growth.
- Facilitate an environment for a diversity of business and industry types.

Implementation of the DPA is expected to assist in achieving aspects of Council's Community Plan.

### **3.1.7 City of Charles Sturt North-West Growth Corridors Transport Study (2014)**

While this Study has its focus on a corridor in the north-western portion of the Council area (generally between Port Road and Torrens Road), it does provide some translatable directions for the Affected Area in this DPA.

The Study provides a best practice framework for walking and cycling networks and also considers public transport use. It identifies the following key objectives to assist with developing a more sustainable community:

- Balance demand for street space for all users.
- Create walking environments that connect local communities.
- Create cycling environments that encourage cycling for commuting, visiting and recreation.
- Reduce dependency upon the car.
- Strengthen access to and attractiveness of public transport.

Given the final form of development likely to occur within the Affected Area has not yet been determined (i.e. it could be a mixture of residential, industrial and commercial uses), could occur over a number of years as the area is redeveloped, and is subject to decisions by multiple landowners, Council will strive to ensure a coordinated approach to the provision of non-car transport (in its various forms) is taken, particularly in relation to walking and cycling opportunities.

### **3.1.8 Previous Environmental Assessments Undertaken Over the Affected Area**

As indicated in the Statement of Intent for this current DPA, investigations in the form of a Preliminary Site Investigation in accordance with Schedule 2B of the *National Environment Protection (Assessment of Site Contamination) Measure, 2013* were to be undertaken to the satisfaction of the SA Environment Protection Authority.

These investigations have now been undertaken by Senversa Pty Ltd, a firm specialising in environmental consultancy and audit services and a summary of its findings are discussed later in Section 3.2.6 Site Contamination.

As part of its investigations Senversa also reviewed previous environmental assessments undertaken for the subject land and a summary of these assessments is also provided in Section 3.2.6.

**Draft Findon Road, Kidman Park (North) DPA**  
**City of Charles Sturt**  
**Analysis**

Previous environmental assessment reports indicate no evidence of significant potential contamination issues for a portion of the Affected Area.

Additional investigations have now been undertaken as discussed later in Section 3.2.6.

Current Development Plan policy provides significant guidance on this issue and requires appropriate remediation when contaminated land is to be used for a more sensitive use.

### 3.1.9 The Integrated Transport and Land Use Plan (July 2015)

This State Government document provides an integrated plan for transport and land use, designed to keep the State amongst the most liveable places on earth.

The Affected Area for this DPA is located within the “Middle Adelaide” area, with discussion indicating that:

- *While development intensity in middle Adelaide will typically be less than in the inner city, initiatives to increase infill and urban renewal of key sites along transit corridors will contribute to a significant shift in the pattern of suburban growth.*
- *Other sites along transit corridors traversing the region will be developed to encourage greater public transport use and stimulate medium density, mixed-use development to support a more compact Greater Adelaide.*

In addition, various general actions identified in the Plan have potential relevance to the Affected Area, including:

- Implement local transport strategies to complement land use directions of local Development Plans, with a focus on accessible neighbourhoods, integration with public transport, cycling and walking networks and state freight/major traffic routes
- Provide attractive and convenient pedestrian and cycling connections to public transport stops and stations
- Create safe and convenient walkable neighbourhoods.
- Local road, pedestrian and cycle networks to reflect and guide precinct planning for areas being revitalised.

While the Plan does not identify any specific requirements for the Affected Area, it is noted that Figure 5-8 Middle Adelaide Solutions indicates “Road improvements” are required to the south of the land, at the intersection of Valetta Road and Findon Road and/or Hartley Road and Findon Road.

While the Plan lists some general actions that could apply to the Affected Area, they are similar in effect to other applicable policies, such as in the Development Plan. No additional Development Plan policies are considered necessary in this regard.

Traffic impacts, including in relation to the “Road improvements” discussed above, are considered later in Section 3.2.1 Traffic Management.

### 3.1.10 Australian Standards, Austroads Guides / Department of Planning, Transport and Infrastructure (DPTI) Code of Technical Requirements

These technical documents cover various aspects of the design, construction, maintenance and operation of the road network in Australia.

While not considered particularly relevant to DPA policies, the codes will need to be taken into consideration when roads, access points and the like are considered at the detailed design stage for development proposals.

### 3.1.11 Streets for People – Compendium for South Australian Practice (2012)

This State Government document supports a South Australian practice of designing people-friendly streets that promote cycling and walking.

The Compendium:

- Gives strategic policy imperatives for increasing levels of cycling and walking in our community
- Explains the rationale for why we need to re-think conventional approaches to street design
- Identifies key issues and barriers to implementing people friendly streets
- Presents key principles to shape pedestrian and cycling friendly street designs in the South Australian context.

The Development Plan already contains a number of policies giving guidance on this matter. While no additional policies are therefore considered necessary, the Compendium provides a key resource for street design at the detailed design stage for development proposals.

## 3.2 Investigations undertaken to inform this DPA

In accordance with the Statement of Intent for this DPA the following investigations have been undertaken:

### 3.2.1 Transport Investigations

CIRQA traffic consultants were engaged to undertake transport investigations associated with the potential development of the subject land for mixed use (residential and commercial) development. The investigations noted that it is anticipated in the order of 190 medium and high density dwellings plus 11,300 m<sup>2</sup> of commercial floor area could ultimately be developed within the overall site.

Generally, the redevelopment of the site is considered to present an opportunity to consolidate access provisions on Findon Road and improve safety and efficiency of movements into and out of the site. Of particular note, the future redevelopment will be likely to reduce the number of heavy commercial vehicle movements (including B-Doubles) associated with the site which will provide traffic capacity and safety benefits.

#### Access

CIRQA identified it is considered desirable that at least two primary local road intersections be provided to service the subject site, albeit additional intersections and minor direct access to Findon Road may be considered (subject to appropriate analysis, design and liaison with Council and DPTI). The provision of at least two primary connections will adequately accommodate movements into and out of the site while minimising impact on through-bound movements. These intersections can be provided as priority controlled T-intersections but should be treated with separated right turn lanes on Findon Road, provision for two-stage right-out movements (if right turn movements are proposed) and, desirably, allowance for on-road bicycle lanes. This would likely require widening of the existing road reserve and into the subject site.

The primary intersections should connect to an internal road network designed and constructed in accordance with Council's requirements. The planning and design of the internal layout shall ensure adequate provisions for on-street parking, waste collection vehicle movements and appropriate traffic control treatments within the site.

#### Traffic Generation and Potential Impacts

An assessment has been undertaken of the traffic generation associated with the subject site. This includes a forecast of existing generation as well as that associated with the anticipated future yields. The forecasts identify that there will be a relatively low traffic generation associated with the ultimate redevelopment of the site, albeit heavy vehicles proportions will reduce.

**Draft Findon Road, Kidman Park (North) DPA**  
**City of Charles Sturt**  
**Analysis**

SIDRA intersection modelling software has been used to compare the impacts of existing site volumes against the future forecasts. The SIDRA analyses indicate that the impacts of the proposal on the adjacent road network will be negligible. There will be a minor increase of queues and delays for one movement at the Findon Road/Grange Road intersection, however this will be offset by improvements in performance for other movements at the intersection. For the intersections of Findon Road with Hartley Road and Valetta Road, the modelling indicates the rezoning and subsequent redevelopment would be likely to improve conditions at the intersections. The rezoning is therefore likely to have an overall positive impact on the road network.

#### **Wider Cumulative Impacts**

While the rezoning of the subject land has been assessed as being likely to have an overall positive impact on the road network, as requested by DPTI high level consideration has also been given to the cumulative impacts of the potential development of other nearby DPA sites (the ALDI site on the north-east corner of Findon and Grange Roads and the Metcash site located south of Valetta Road on Findon Road). The cumulative impacts indicate a worsening of conditions at the three assessed intersections (Valetta Road/Findon Road; Hartley Road/Findon Road and Grange Road/Findon Road) would be likely. However, the majority of the impact appears related to the assumed Metcash site redevelopment volumes (particularly given the assessment based solely on the subject site indicates negligible impact). Given the high-level assessment nature of the cumulative impacts, it is suggested that further analysis should be undertaken as part of the Metcash DPA investigations to ensure appropriate development yield assumptions are adopted. In general, the future performance of the adjacent road network appears to be more dependent on the traffic generation associated with the redevelopment of the Metcash site.

#### **Parking Assessment**

In relation to parking requirements, Cirqa's assessment indicated Council's Development Plan identifies varying requirements for sites dependant on their proximity to public transport, active transport facilities and nearby services. It noted that the northern portion of the site is located within close proximity to high frequency public transport (bus routes) operating along Grange Road, while the southern portion is in the vicinity of high frequency public transport (bus routes) operating along Valetta Road and Hartley Road. However, it also noted the majority of the site is outside of the 200 metres distance from high frequency services noted in "*Table ChSt/2A – Off Street Vehicle Parking Requirements for Designated Areas*" for application of reduced rates.

On the basis of the above, Cirqa considered the parking requirements identified in "*Table ChSt/2 – Off Street Vehicle Parking Requirements*" were generally considered appropriate for application to future development within the subject site. However, the rate for shop(s), of '7 car park spaces for every 100 square metres of total floor area' identified in Table ChSt/2, was considered relatively high. It advised while such a rate was traditionally applied to shop uses in the past, more recent demand data for retail uses recorded over the past decade indicates 'shop' demands are more typically in the range of 4.5 to 5.5 spaces per 100 m<sup>2</sup> (particularly where efficiencies are achieved due to the mixed uses). The assessment concluded consideration of a reduced rate for 'shop' within the Mixed Use Zone could be considered to be included as part of the DPA.

While noting Cirqa's comments relating to the potential for reduced parking rates for shop land uses, current PDC 54 in Council's Development Plan (General Section - Transportation and Access) already enables consideration of such an approach where it states:

'In mixed use buildings, the provision of vehicle parking may be reduced in number and shared where the operating hours of commercial activities complement the residential use of the site.'

Further, it is understood that DPTI is reviewing car parking rates as part of its investigations for the development of the Planning and Design Code and that it is likely amended parking rates will be applied to various land uses in the future.

In this context, Council is not proposing any changes to the current applicable car parking rates at this time.

**Draft Findon Road, Kidman Park (North) DPA**  
**City of Charles Sturt**  
**Analysis**

The transport investigations indicate a relatively low traffic generation associated with the ultimate redevelopment of the site, albeit heavy vehicle proportions will reduce. The redevelopment presents an opportunity to consolidate access provisions on Findon Road and improve safety and efficiency of movements into and out of the site.

SIDRA analyses indicate that the impacts of the proposal on the adjacent road network will be negligible. However, some road works on Findon Road may be required in association with establishing new access points.

In terms of external and internal vehicle access, policy is proposed to be included in the Desired Character statement and as a new PDC requiring an internal road network that connects with a key vehicle access point on Findon Road, services the land immediately adjacent and also provides safe and convenient access to neighbouring land within the Affected Area.

A high level assessment of potential cumulative impacts arising from three proposed redevelopments (the subject land, the ALDI site on the north-east corner of Findon and Grange Roads and the Metcash site located south of Valetta Road on Findon Road) along this portion of Findon Road has been undertaken. While this assessment indicates a potential worsening of conditions at the three associated intersections, this appears to be mainly associated with the potential development of the Metcash site. However, this assessment is based on a number of assumptions that require further investigation as part of the preparation of the separate DPA for the Metcash site.

Given the current ability to apply reduced parking rates where justified, and DPTI's current review of parking rates to inform the Planning and Design Code, no amendment is proposed to the rates set in *Table ChSt/2 – Off Street Vehicle Parking Requirements* at this time.

### 3.2.2 Public Transport

The locality is well serviced by public transport by a number of bus routes as follows (as at April 2018):

Route Number	Servicing	Frequency
J7 / J8	Findon Road (Marion Interchange to West Lakes Interchange) with a bus stop adjacent the southern boundary of the Affected Area and one just to the north of the northern boundary.	Monday to Friday – generally every 60 minutes
286 / 287 / 288	Valetta Road and Hartley Road (West Lakes/Henley Beach to City) with the Hartley Road stop less than 100 metres to the south and the Valetta Road stop less than 200 metres to the south. A <i>Go Zone</i> .	Monday to Friday - generally every 15 minutes Weekends – generally every 30 minutes
300 / B10 / B12	Grange Road (Suburban Connector) with bus stops at Findon Shopping Centre some 350	Monday to Friday - generally every 30 minutes



**Draft Findon Road, Kidman Park (North) DPA**  
**City of Charles Sturt**  
**Analysis**

Route Number	Servicing	Frequency
	- 400 metres to the north of the Affected Area	Weekends – generally every 60 minutes
	Grange Road (West Lakes Interchange to Magill) with bus stops at Findon Shopping Centre. A <i>Go Zone</i> .	Monday to Friday - generally every 15 minutes Weekends – generally every 30 minutes

The Affected Area is in close proximity to frequent (*Go Zone*) bus services, providing convenient east – west connections from Valetta Road/Hartley Road to the City and West Lakes Interchange. Hourly services are also available north – south along Findon Road providing connections to the West Lakes Interchange and Marion Interchange. In addition, it is noted the Findon Shopping Centre is located a 400 – 800 metres walk to the north.

### 3.2.3 Public Open Space / Green Space

Section 50 of the *Development Act 1993* (Open Space Contribution Scheme) provides a legislative framework for the allocation of public open space and the contribution of funds towards future open space.

Where within a council area an application proposes the division of land into more than 20 allotments, and one or more of the allotments is less than one hectare in area, the council may require up to 12.5% of the land to be vested in the Council to be held as open space. Alternatively, a financial contribution may be payable to the council based on a set formula, or a combination of land and financial contribution can be agreed.

Where the division of land is for 20 allotments or less, and one or more allotments is less than one hectare in area, or undertaken under the *Community Titles Act 1996*, the State Planning Commission may require a contribution or enter into an agreement where certain land will be vested in the council or Crown to be held as open space and a contribution will be made.

The statutory provision of open space (either as land, a financial contribution or a combination of both) is therefore dependent on a land division proposal, its type and the number of allotments proposed.

In the circumstances of this DPA there are a number of factors that prevent a definitive allocation of open space at this time.

These factors include:

- The final form of development likely to occur within the Affected Area, and its need for associated land division, has not yet been determined. For example, development could be a mixture of residential, industrial and commercial uses, with some activities not requiring further land division to proceed and therefore not being required to make an open space contribution.
- Depending on the extent of land division proposed, whether the open space contribution is to be provided to Council (primarily as a land contribution, but potentially as a land/monetary contribution) or the State Planning Commission (primarily as a monetary contribution, but potentially as a land contribution).

Draft Findon Road, Kidman Park (North) DPA  
City of Charles Sturt  
Analysis

- Redevelopment is likely to occur over a number of years.
- The final development form will be subject to decisions by multiple landowners (currently 14), in-line with their own development interests.
- Some existing uses are likely to continue (without the need for land division) and therefore their land areas will not be a factor in considering in any open space contribution.

It is also considered difficult to determine where any provision of open space should be located in the Affected Area. Ideally it would be centrally located so as to provide convenient access from adjacent and surrounding residential development, but again at this time it is not clear where such residential development will occur in this Mixed Use Zone. A further complicating factor is that of multiple land owners with their own time lines for development (or not) of their land parcels. Other factors to be considered in locating open space include whether the particular parcel of land is better used for other purposes (i.e. land fronting Findon Road is likely to be more appealing for commercial/retail activities in accord with the Zone objectives – noting however, that it is considered desirable that the mature trees fronting Findon Road be retained, and where practical, incorporated into the design of future developments) or whether it can perform a dual function (i.e. open space is provided in conjunction with stormwater management requirements such as swales or detention basins).

In this scenario Council will need to work with the key landowners within the Affected Area to develop, as far as practical, a coordinated approach to the provision of open space.

As identified in Council's Open Space Strategy (see earlier discussion under Section 3.1.3) the wider area around the subject land already accommodates a number of neighbourhood, district and regional level open spaces. This, together with the relatively small size (7.76 hectares with all existing allotments combined) of the subject land, indicates that only a local open space provision is likely to be required/provided.

The Open Space Strategy suggests, in general terms, there is the potential for local open space provision within the wider area to be designed to accommodate family and friends gatherings, walking opportunities and family oriented recreation spaces, including play spaces. However, this general provision also needs to be considered against the needs of likely occupants of any new medium density residential development established in the Affected Area.

Council's Development Plan already contains a number of General Section policies under *Open Space and Recreation* that provide guidance on open space provision and development.

Acknowledging the statutory uncertainty associated with the provision of public open space within the Affected Area, Council still considers it desirable that an area of local public open space be provided. In this scenario Council will work with the key landowners to develop, as much as possible, a coordinated approach to the provision and design of open space for the local area.

While General Section *Open Space and Recreation* policies apply, and there is some discussion on open space in the Desired Character statement for the Urban Village Findon Policy Area 9, additional discussion on this issue is proposed in the Desired Character statement to ensure the location of local open space is further considered at the development proposal stage. Discussion in the Desired Character statement is also proposed referencing the desirability of retaining the mature trees fronting Findon Road.

**Draft Findon Road, Kidman Park (North) DPA**  
**City of Charles Sturt**  
**Analysis**

### 3.2.4 Utility Infrastructure

FMG Engineering was engaged to prepare preliminary advice in relation to infrastructure available to service the subject land.

Noting that the final form of development has not yet been determined and will likely evolve over time, and that the overall site comprises 23 properties under 14 separate owners, a high-level assessment was necessarily undertaken.

As expected in an urban infill setting, key infrastructure services are available to the Affected Area. The FMG findings are summarised below.

- **Electricity**

South Australian Power Networks (SAPN)' overhead transmission lines (high voltage and low voltage) exist in Findon Rd. Overhead reticulation also exists in Adele Avenue (north of the subject land) and Keele Place. Some isolated sections of underground cable also exist, including connection to a transformer within the site.

There are existing transformer cubicles in Keele Place, whose locations should be taken into consideration in any future planning and factored into the design requirement. The Flinders Park substation is located immediately to the east of the subject land, on the corner of Dillon Avenue and Findon Road.

SAPN has indicated that Findon Road and the surrounding area is not marked for PLEC upgrades and therefore the location of the existing power poles will remain, or have to be relocated at developer cost to suit future development.

SAPN also indicated that the existing system generally does not have high redundancies therefore, once a site layout plan is determined, SAPN would need to be consulted to assess the capacity of the power infrastructure to support the development. As the final form of development has not yet been determined, this matter can be addressed during the development application and/or land development phase.

- **Water Supply**

There are existing water mains in Findon Road (2 x 150mm and 1 x 650mm diameter), Adele Ave (80mm diameter) and Keele Place (100mm diameter) which currently serve the entire site. Discussion with SA Water indicated that no immediate upgrade of the water main for Findon Road is programmed for the foreseeable future.

However, SA Water advised if a mid-rise apartment block was to proceed, the developer should consider investigating the likelihood of augmentation works in the vicinity of the subject site to support the development. An equivalent single or double storey development which has the same yield is probably less likely to require augmentation works compared to a mid-rise development. As the final form of development has not yet been determined, this matter can be addressed during the development application and/or land development phase.

- **Sewer**

Initial investigation undertaken via Dial Before You Dig (DBYD) indicated that there is an existing 300VC (vitrified clay) sewer in Findon Road and an existing 225 VC in Keele Avenue. Further investigation via SA Water records indicated that there is an existing 150 sewer located in an easement in Lot 43 Ferguson Road (west of Lot 338-342) which could potentially be connected into, if the status of the easement on this allotment is determined. As the site naturally drains towards the north and west, connection into this sewer (approximately 2.5m deep) will be viable through gravity drains.

There are also approximately 7 existing connections into the sewer main along this side of Findon Road. These connections can be further extended inward (westward) into the development to service the rest of the site. In the event of Torrens Title development, new sewer main drains would most likely be required in lieu

**Draft Findon Road, Kidman Park (North) DPA**  
**City of Charles Sturt**  
**Analysis**

of some of these connections.

SA Water has indicated that there is no immediate plan to upgrade the services in this area. Considering the overall proposed development (approximately 200 residential allotments and some commercial development on site), it is expected that the existing infrastructure will be able to manage the additional flow from this development.

- **Communications**

NBN has cables in Findon Road and Ferguson Road as indicated by DBYD data. With the NBN network already in place and in active service, connecting to this infrastructure may only incur a standard per premise deployment charge. In addition, there are existing Telstra cables and infrastructure within the site.

- **Gas**

Information obtained from DBYD indicated that there is an existing medium pressure buried gas transmission pipeline owned by APA that runs along Findon Road. Any requirement to upgrade this gas main will need to be assessed in detail once a development proposal has been submitted.

As expected in an urban infill setting, key infrastructure services are available to the Affected Area. Should detailed assessment at the development application stage trigger any upgrading requirements to meet increased demand for infrastructure, the service authority may seek developer contributions to fund these upgrades.

The Development Plan currently contains a number of policies that guide the provision of service infrastructure, primarily General Section policies under Infrastructure and Land Division. In this context, no additional policies are considered necessary for this matter.

### **3.2.5 Flooding & Stormwater Management**

FMG Engineering was engaged to prepare preliminary advice in relation to flooding / stormwater management for the subject land.

Noting that the final form of development has not yet been determined and will likely evolve over time, and that the overall site comprises 23 properties under 14 separate owners, a high-level flooding and stormwater management assessment was undertaken.

FMG reported that the site is relatively flat with a general grading toward the west from Findon Road. The general grading across the site is approximately 0.4%, with a high point along Findon Road and in the immediate vicinity of Keele Place.

Localised flooding in a 1 in 5 year flood event primarily occurs along Adele Avenue (to the north of the subject land) and the northern portion of Findon Road (forming the eastern boundary of the subject land) adjacent to the site. A small amount of flooding has also been recorded in the "head" of the Keele Place cul-de-sac.

The extent of this flooding increases in a 1 in 100 year flood event, affecting a small portion of the subject land in the north-western corner of the site, a section of the frontage to Findon Road and an increased area in Keele Place.

Stormwater systems "servicing" the site are currently located in Adele Avenue (to the north), Fergusson Avenue (to the west) and Findon Road (immediately adjacent to the east). Council has advised there are limitations to these systems which will need to be addressed in the redevelopment of the subject land.

Council has indicated the criteria for the design of future stormwater management requires that:

- Predevelopment flows for a 1 in 5 year rainfall event cannot be exceeded by post development

**Draft Findon Road, Kidman Park (North) DPA**  
**City of Charles Sturt**  
**Analysis**

flows for a 1 in 100 year Average Recurrence Interval (ARI) rainfall event

- All flows for a 1 in 5 year event must be contained underground
- All finished floor levels must provide a minimum of 150mm freeboard above all 1 in 100 year flood levels.

Moreover, Council has stipulated that the development must be designed in such a manner that flooding risks to other properties and downstream properties is not increased. Potential ways to mitigate the limitations of the current drainage systems include:

- Upgrading stormwater drains on Findon Road
- Utilisation of surface detention basins or underground storage under roadways or reserves provided.

In relation to detention basins in public open space, no more than 20% of land should be used for drainage purposes and any slopes should not to exceed a 1 in 4 gradient.

Minor flooding on Ferguson Avenue and Findon Road, which receive runoff from current activities on the subject land, can possibly be mitigated through the addition of more inlet pits and upgrades of the existing drainage system. Modelling to quantify the benefits of such upgrades is best undertaken at the development proposal stage.

In addition, as the site drains towards the north west, and should the redevelopment be managed by a single developer, consideration could be given to utilising this corner as a localised detention basin.

Should the overall site continue to be developed by multiple landowners, detention requirements can be further managed via one or a combination of the following design elements:

- Surface detention – through road reserve, carparks, landscape areas (including public and private open spaces) and WSUD elements such as swales
- Underground tanks under road reserves or open space/ public reserves
- Upgrading the drainage network – upsizing pipes/box culverts to manage additional flow.
- In addition to the above-mentioned stormwater detention option, smaller scale detention basins on individual parcels may also be possible, subject to this being a pragmatic approach.

High level investigations have identified some local flooding issues primarily in proximity to the subject land, caused by the surrounding stormwater network. However, a number of options have been identified to mitigate these issues and to ensure that new development is designed in such a manner that flooding risks to other properties and downstream properties is not increased.

These options will be further considered at the development application stage to ensure the stormwater management methods proposed are appropriate to the development proposed.

The Development Plan already contains a significant number of policies that require flooding and stormwater management to be taken into account in assessing development proposals, including: Hazards - PDCs 5 and 6; Infrastructure - Objectives 2 and 5 and PDCs 1 and 4; Land Division - PDCs 1, 13 and 14; Natural Resources - Objective 6 and PDCs 7, 8, 9, 11, 14 and 16; Open Space and Recreation - PDC 2; Residential Development - PDC 1; Transportation and Access PDC 45; Mixed Use Zone - Desired Character statement.

In this context, no additional policies are considered necessary for this matter.

**Draft Findon Road, Kidman Park (North) DPA**  
**City of Charles Sturt**  
**Analysis**

### 3.2.6 Site Contamination

The subject land is currently within the Urban Employment Zone, but it was previously in an Industry Zone. This DPA now proposes to rezone the land to a Mixed Use Zone. While the Urban Employment Zone and the Mixed Use Zone have a number of envisaged land uses in common, the Mixed Use Zone generally accommodates less impacting and more sensitive land uses. For example, the Mixed Use Zone lists community services, dwelling and supported accommodation as envisaged uses.

While noting the land's (previous) Industry Zoning, Council's Industrial Land Study (April 2008) identified little or no manufacturing in the Affected Area, and a dominance of wholesale and service trades. A Phase 1 Environmental Site Assessment prepared by AEC Environment in 2011 for the land at 344-354 Findon Road, Kidman Park concluded that "Based on the historical investigations conducted for the site, in our opinion there are no significant potential contamination issues associated with the site. It is considered there is nothing precluding the site to be developed for mixed use purposes subject to the relevant environmental approvals and / or audits required."

With the likely introduction of more sensitive land uses, such as residential development as proposed by the rezoning of the subject land to a Mixed Use Zone in this DPA, it was identified there was a need to undertake a preliminary Site Assessment (PSI) to identify potential land contamination issues which could impact on these sensitive uses. These initial investigations would help determine whether there is the need for more detailed investigations at the development application stage, particularly when proposing a more sensitive use (i.e. residential) on a particular site.

These additional investigations have now been undertaken by Senversa Pty Ltd, an environmental and geoscience services firm, and are discussed below.

In summary, the Senversa report (Preliminary Site Investigation – Findon Road and Keele Place, Kidman Park, South Australia) indicated:

- Senversa undertook a Preliminary Site Investigation (PSI) of an approximately 7.76 hectares portion of land ('the site') in Kidman Park. The site was comprised of 16 properties and currently zoned for Urban Employment.
- It understood the site was to be rezoned to Mixed Use to facilitate potential future redevelopment to include higher and more sensitive land uses.
- When considering rezoning of the type proposed it is expected that council will need to consider the contamination status of the site to ensure that it is suitable (or can be made suitable) for the proposed zoned use.
- The objective of the investigation was to provide a preliminary characterisation of the contamination status of the site in the context of information likely required to support the DPA, and to assess whether more detailed investigations are likely required to support more sensitive uses.
- The PSI was conducted in accordance with the following guidance documents made and endorsed by the Environment Protection Authority South Australia (EPA):
  - *NEPC (2013) National Environment Protection (Assessment of Site Contamination) Measure Schedule B2 Guideline on Site Characterisation, National Environment Protection Council.*
  - *EPA (2018) Guidelines for the Assessment and Remediation of Site Contamination, Environment Protection Authority, July 2018.*

The following conclusions were made based on the PSI completed:

- Review of the site history indicates that the site had been privately owned and used for rural purposes including market gardening before being subdivided during the early 1960s. Anecdotal and site evidence

**Draft Findon Road, Kidman Park (North) DPA**  
**City of Charles Sturt**  
**Analysis**

suggests the site was historically used for a variety of commercial businesses, including market gardens, dry cleaner, butcher, freight services, sand and metal depot, air conditioner servicing, mechanics workshop, electrical manufacturing services and an engineering firm.

- Limited previous assessment has been undertaken including some targeted intrusive assessment and remediation work within a portion of 338-342 Findon Road and a Preliminary Site Investigation (PSI) for 344-354 Findon Road. Whilst the assessment of 338-342 Findon Road indicates the property is suitable for ongoing commercial use, the assessments undertaken have provided an overview and at that stage, it didn't contemplate residential land uses. However, subject to appropriate works and supervision, it is expected that the site can be made ready for residential land uses. The PSI for 344-354 Findon Road identified a range of potential contamination issues although these were noted to all be at the lower end of significance. The PSI appears to have omitted a potential issue, being the property's former use as an engineering and appliance facility, a use that is potentially associated with contamination such as solvents. However, subject to appropriate works and supervision, it is expected that the site can be made ready for residential land uses.
- Whilst the properties south of 344-354 Findon Road appear less likely to be associated with contamination issues that might be an impediment for higher uses, more investigations are recommended during the 'Development Application' Phase once a proposed development has been finalised and submitted to the Planning Authority seeking a development plan consent /development approval.
- A range of potentially contaminating activities (PCAs) were identified during the site inspection which may impact on the contamination status of the site. Potential contamination sources/activities included:
  - Soil and groundwater impact adjacent to former petroleum related infrastructure.
  - Stockpiled soil used for car parking and vegetated stockpile.
  - Historical market gardens.
  - Potential Underground Storage Tanks on historic service station (off-site).
  - Heavy mechanical manufacturing and servicing.

Senversa indicated that these matters can be further addressed at the 'Development Application' Phase when the planning authority has been presented with a proposed development which will need to be assessed on its merits for mixed use residential and commercial development.

In summary, the PSI has identified a range of potential contamination issues that may warrant further assessment to develop an appropriate characterisation of the site's contamination status. However, investigations undertaken to date have indicated that with appropriate supervision and resources, the site can be made appropriate and ready for residential development.

Any additional site investigations can be undertaken during the 'Development Application' Phase on a 'site-by-site' basis when the individual land owners are ready to develop their respective land parcels for a mixed use residential and commercial purposes.

It is also to be noted that current Development Plan policy provides significant guidance on site contamination matters, primarily under General Section *Hazards* policies as follows:

*Objective 7: Protection of human health and the environment wherever site contamination has been identified or suspected to have occurred.*

*Objective 8: Appropriate assessment and remediation of site contamination to ensure land is suitable for the proposed use and provides a safe and healthy living and working environment.*

*PDC 12: Development, including land division, should not occur on contaminated land or on potentially contaminated land unless either of the following applies:*

**Draft Findon Road, Kidman Park (North) DPA  
City of Charles Sturt  
Analysis**

- (a) *remediation of the site is undertaken to a standard that makes it suitable and safe for the proposed use*
- (b) *the site will be maintained in a condition, or the development will be undertaken in a manner, that will not pose a threat to the health and safety of the environment or to occupiers of the site or land in the locality.*

A previous Environmental Site Assessment report indicated no evidence of significant potential contamination issues for a portion of the Affected Area.

The additional investigations discussed above indicated, subject to appropriate works and supervision, it is expected that the site can be made ready for residential land uses and that any additional site investigations can be undertaken during the 'Development Application' Phase on a 'site-by-site' basis when the individual land owners are ready to develop their respective land parcels for a mixed use residential and commercial purposes.

Current Development Plan policy provides significant guidance on this issue and requires appropriate remediation when contaminated land is to be used for a more sensitive use.

In this circumstance, only minor additional wording is proposed in the Desired Character statement for Urban Village Findon Policy Area 9 to acknowledge the need for further contamination investigations at the Development Application stage when a sensitive land use is proposed.

### **3.2.7 Interface / Integration**

#### **Northern Boundary of the Affected Area**

The northern boundary of the subject land abuts the current Mixed Use Zone – Urban Village Policy Area 9 and Precinct 50 Village Employment and Living and Precinct 52 Village Living Low. The subject land abuts the rear boundaries of allotments on the southern side of Adele Avenue.

Development on this side of Adele Avenue primarily consists of single storey detached dwellings, with commercial development located on the corner of Adele Avenue and Findon Road.

Policies for Precinct 52, which applies over most of the length of Adele Avenue, support low dwelling densities with building heights of up to 8.5 metres (2 storeys). Policies for Precinct 50, which applies to land on the corner of Adele Avenue and Findon Road, support medium to high dwelling densities, commercial and retail development with building heights up to 15 metres (4 storeys).

Noting that the subject land is proposed to be included within Precinct 50, where greater building heights apply, it is proposed to introduce a PDC for the subject land that limits building heights to 8.5 metres (2 storeys) within 25 metres of the boundary with Precinct 52. This will assist in providing an appropriate transition in building heights from the subject land, reducing the potential for interface issues and assisting in integration with the adjoining residential area on Adele Avenue.

No road access is currently provided from the subject land to Adele Avenue and none is proposed. Development on the subject land will therefore not impact on traffic generation in Adele Avenue.

#### **Western, Southern and Eastern Boundaries of the Affected Area**

The western, southern and eastern (Findon Road) boundaries of the subject land abut the Residential Zone – Mid Suburban Policy Area 16. The western and southern boundaries of the subject land abut the rear boundaries of residential allotments fronting onto Fergusson Avenue, Olympia Street, Carlo Street, Margaret Street and Rosemont Street.

No access is currently provided from the subject land to any of these streets and none is proposed. Development on the subject land will therefore not impact on traffic generation in these local streets.



**Draft Findon Road, Kidman Park (North) DPA**  
**City of Charles Sturt**  
**Analysis**

While most development backing onto the subject land is in the form of single storey detached dwellings, some 2 storey residential development is also apparent. Policy Area 16 primarily envisages low density residential development not exceeding two storeys in height.

Noting that the subject land is proposed to be included within Precinct 50 where building heights up to 15 metres (4 storeys) will apply, it is proposed to introduce a PDC for the subject land that limits building heights to 8.5 metres (2 storeys) within 25 metres of the western and southern boundaries with Policy Area 16. This will assist in providing an appropriate transition in building heights from the subject land, reducing the potential for interface issues and assisting in integration with the adjoining residential areas.

The eastern boundary of the subject land has a substantial frontage to Findon Road. While a number of existing access points to Findon Road provide access to/from the subject land, it is expected that over time some access points will be consolidated to reflect the new development forms and internal road system. These access points will be determined in consultation with Council and DPTI. This may result in improved road conditions for residents located adjacent on the eastern side of Findon Road.

In addition, the rezoning of this portion of the Urban Employment Zone and that proposed further to the south (south of Valetta Road) is likely to lead to, over time, a lessening use of Findon Road as a designated B double truck route, resulting in improved traffic and amenity conditions for development along this portion of Findon Road.

The proposed extension of the Mixed Use Zone over the Affected Area will reduce the opportunity for higher impact development forms (currently contemplated by the Urban Employment Zone) to be located in the area. This, in turn, will reduce the potential for adverse impacts on surrounding residential development. In addition, over time, it is expected that some current development forms will also be replaced with more benign activities, leading to further improved amenity for existing residents.

Council's Development Plan already contains a number of policies aimed at reducing the potential for adverse impacts of new development on existing development, particularly on residential areas. General Section policies under *Design and Appearance*, *Industrial Development*, *Interface between Land Uses* and *Medium and High Rise Development (3 or more storeys)* and *Mixed Use Zone* policies all provide guidance on interface issues.

Noting the large number of current policies available to reduce the potential for adverse impacts of new development on existing residential development, the need for additional policies for this matter is considered limited. In this context it is proposed to introduce a new PDC for the subject land that limits building heights to 8.5 metres (2 storeys) within 25 metres of its northern, southern and western boundaries. This will assist in providing an appropriate transition in building heights from the subject land, reducing the potential for interface issues and assisting in integration with the adjoining residential areas.

### **3.2.8 Non-Residential Development**

The current Urban Employment Zone over the Affected Area is able to accommodate a range of industrial land uses together with other related employment and business activities. Commercial uses are envisaged in the Zone, including shops (generally up to 250 square metres gross leasable floor area), offices, consulting rooms, personal service establishments and training centres. It is noted, however, these activities have not been specifically identified for the Affected Area.

The proposed extension of the Mixed Use Zone over the Affected Area will accommodate a mix of commercial, community, light industrial, medium density residential, office, and smaller-scale shop land uses. A similar range of retail/commercial uses can therefore be accommodated, with shops (excluding bulky goods outlets) limited to a gross leasable area less than 250 square metres.

The Table below provides a comparison of the land uses listed as envisaged in the Urban Employment Zone and the Mixed Use Zone.

Draft Findon Road, Kidman Park (North) DPA  
 City of Charles Sturt  
 Analysis

Urban Employment Zone	Mixed Use Zone
Consulting room	Community facility
Electricity substation	Consulting room
Fuel depot	Detached dwelling
High-tech, bio-tech, research and development	Institutional facility
Indoor recreation centre	Light industry
Industry (other than Special Industry)	Low traffic generating uses
Motor repair station	Medium density housing
Office	Motor repair station
Petrol filling station	Office
Prescribed mains	Service trade premises
Public service depot	Semi-detached dwelling
Road transport terminal	Shop or group of shops (less than 250 m2 gla)
Service trade premises	Warehouse
Service industry	
Shop or group of shops	
Training centre	
Store	
Warehouse	

Of the envisaged land uses listed for the Urban Employment Zone, only “Fuel depot”, “General industry” and “Road transport terminal” are listed as non-complying in the Mixed Use Zone. This indicates that a number of land uses envisaged for the Urban Employment Zone can still be considered “on merit” in the Mixed Use Zone.

In addition to the current list of envisaged land uses in the Mixed Use Zone, it is also proposed to include reference to “Service industry” in that portion of Precinct 50 Village Employment and Living that is located south of Adele Avenue, Kidman Park.

The *Development Regulations 2008* define a service industry as follows:

“service industry means a light industry in which—

- (a) goods manufactured on the site (but not any other goods) are sold or offered for sale to the public from the site; or
- (b) goods (other than vehicles or vehicle parts) are serviced, repaired or restored,

and the site occupied for such sale, service, repair or restoration (but not manufacture) does not exceed 200 square metres;”

Such a land use is considered appropriate in the Affected Area and reflects one of the objectives of the Mixed Use Zone to accommodate development that does not impact on the amenity of adjacent residential land.

It should also be noted that the proposed change in zoning of the subject land from Urban Employment Zone to Mixed Use Zone will not affect the ability of existing land uses to continue. An existing use right protects the continued use of a building, work or land where that use was lawfully approved upon commencement. Existing uses can continue to operate without the need for further planning approval, provided the nature of the use remains the same. However, as currently applies, alterations or extensions, increasing the area of the use or intensifying the use is likely to require an approval.

The proposed extension of the Mixed Use Zone over the Affected Area will still provide opportunity for non-residential development to occur, albeit with some less impacting activities than can currently occur under the Urban Employment Zone. Objective 1 for the Zone indicates it is a diverse zone accommodating a mix of commercial, community, light industrial, medium density residential, office and small-scale shop land uses.

It is proposed to add “service industry” to the list of envisaged uses for the Mixed Use Zone, reflecting both the light industrial and retail nature of such a use which is in keeping with the objectives for the Zone.

Existing lawfully approved land uses are protected under “existing use rights” and will enable the continued use of a building, work or land even when the land is rezoned.

**Draft Findon Road, Kidman Park (North) DPA**  
**City of Charles Sturt**  
**Analysis**

### 3.2.9 Flightpath Building Height Limits

Development Plan *Overlay Map ChSt/19 Development Constraints* indicates that the Affected Area is located within Airport Building Heights Zone C.

This designation means that all structures in Zone C exceeding 15 metres above existing ground level invoke the operation of PDC 2 of the General Section policies *Building near Airfields*.

PDC 2 for *Building near Airfields* states:

*Buildings and structures that exceed the airport building heights shown on the Overlay Maps - Development Constraints should not be developed unless a safety analysis determines that the building / structure does not pose a hazard to aircraft operations.*

As indicated, this policy does not necessarily limit building / structure heights to a maximum of 15 metres in Zone C, but does require a clearance for aircraft safety. Clause 9 – Airports in Schedule 8 of the *Development Regulations 2008* requires the referral of a development proposal which would exceed this 15 metres height to be referred to the Commonwealth Secretary for the Department of Transport and Regional Services for “Direction”. Direction means that Commonwealth Secretary may direct the relevant authority to:

- Refuse the application; or
- If the relevant authority decides to approve the development, to impose such conditions as the Commonwealth Secretary thinks fit.

Other policies within the *Building near Airfields* suite of policies, may also apply (i.e. the Affected Area is located approximately 3 km north of Adelaide Airport, requiring that lighting within the Area be designed so that it does not pose a hazard to aircraft operations).

Policies within the Development Plan essentially limit building heights to 15 metres within the Affected Area. Where proposed heights are to exceed this limit, additional consideration will be given to the proposal by the relevant Commonwealth Secretary who has the power to direct refusal if considered necessary.

### 3.2.10 Non-Residential Land Uses – Interface

From a wider area perspective the Affected Area is located adjacent to the eastern boundary of the suburb of Kidman Park. A search of the Environment Protection Authority’s Public Register - Environmental Authorisations, on 24 August 2018, indicated no licensed activities were recorded for the suburb.

A search of the adjacent suburb of Flinders Park, immediately to the east of the Affected Area across Findon Road, indicated one licensed activity was recorded. This activity, a commercial printer, is located at Grange Road/John Street, Flinders Park, and is defined as an activity producing listed wastes. This activity is over 200 metres distance from the closest point of the Affected Area.

The EPA document *Evaluation distances for effective air quality and noise management* (August 2016) does not provide a recommended evaluation distance for a commercial printer or an activity producing listed wastes. However, as there are a number of existing dwellings already located in very close proximity to the commercial printer, it has been assumed that the printing activity will not have any impact on development within the Affected Area, which is over 200 metres away.

From a local perspective it is recognised that within a Mixed Use Zone there is the potential for interface issues to be encountered within the subject land itself, particularly where more sensitive land uses (i.e. residential) are to be located in proximity to existing non-residential land uses.

A number of current policies within the Development Plan can be applied in the assessment of such proposals to ensure adverse impact/ interface issues are minimised. These include Objective 1 and PDCs 2, 4, 5 for the Interface between Land Uses policies contained in the General Section.

**Draft Findon Road, Kidman Park (North) DPA**  
**City of Charles Sturt**  
**Analysis**

In addition, as discussed below in Section 3.2.11, it is proposed to apply the *Noise and Air Emissions Overlay* policies to development within the Affected Area, requiring new noise and air quality sensitive development to be sited and designed to reduce the potential for adverse impact from existing uses.

In this circumstance, it is proposed to add reference in the Desired Character statement for Urban Village Policy Area 9 requiring new, sensitive land uses to be sited and designed to reduce the potential for adverse impact from existing uses.

### 3.2.11 Noise & Air Emissions Overlay

DPTI's Technical Information Sheet 08: *Noise and Air Emissions – Overlay 3* provides direction on the intent of the Overlay and when it is to be applied.

It indicates that when the Overlay is introduced into a Development Plan (via a DPA process), additional planning policies to protect new noise and air quality sensitive development, from noise and air emissions generated from major transport corridors (road and rail) and mixed land uses, come into play for assessment purposes. Noise and air quality sensitive development includes land uses such as residential dwellings and nursing homes.

The Overlay provisions are to be applied when an Affected Area is adjacent to certain designated roads and/or when the Affected Area is to be within a "mixed use zone".

The Technical Information Sheet classifies Findon Road as a "Type B" road, on the basis of it being a freight route or DPTI major traffic route. A Type B road with a speed limit of 50-60 km/hr (i.e. as per Findon Road) requires the Overlay designated area to apply within 60 metres of the cadastral boundary of the road.

However, as the Affected Area is proposed to be rezoned to a Mixed Use Zone, the Overlay designated area should also encompass the extent of the Zone in this location.

In these circumstances, it is proposed to introduce a Noise and Air Emissions Overlay Map for the Affected Area, with the designated area applying to the whole of the Mixed Use Zone proposed in this location.

Associated planning policies are already contained in the Overlay Section of Council's Development Plan and will apply when the Map is introduced.

### 3.2.12 Affordable Housing Overlay

Regard has been given to DPTI's Technical Information Sheet 06: *Affordable Housing – Overlay 1* which provides direction on the intent of the Overlay and when it is to be applied. It indicates the State Government has set a 15% affordable housing target for all significant new developments, including in areas "subject to rezoning that substantially increases dwelling potential...".

The affordable housing component applies to all residential components of significant developments (comprising more than 20 dwellings), including mixed use, centres, aged/ retirement living and multi-unit development, as well as detached dwellings.

While the final composition of the development form is unknown at this time, it is likely the proposed rezoning of the Affected Area from Urban Employment Zone to Mixed Use Zone will result in increased dwelling potential, with a number of policies in the Mixed Use Zone supporting medium to high density residential development.

It is noted that a number of current policies (i.e. for Residential Development and Urban Village Findon Policy Area 9) already reference the need for "affordable" housing to be considered. With the proposed inclusion of an Affordable Housing Overlay Map identifying the subject land as an "Affordable Housing Designated Area", the more specific Affordable Housing Overlay policies will also apply.

In the circumstances discussed above, it is proposed to introduce an Affordable Housing Overlay Map which will apply to the subject land and activate the Affordable Housing Overlay policies which already apply to other areas within the Council boundary.

**Draft Findon Road, Kidman Park (North) DPA**  
**City of Charles Sturt**  
**Analysis**

### 3.2.13 Waste Management

Managing waste, in a higher density infill residential and mixed use development scenario, is an important consideration to ensure that efficient, convenient and sustainable practices are employed.

While the final development form of the Affected Area will unfold over a number of years, functional and affordable solutions to manage waste will encourage greater recovery of resources and enhance the quality of life for the community as development proceeds.

While there are a number of resources available on this issue, particular regard has been given to the City of Charles Sturt' *Residential Waste and Recycling Guidelines For New Developments December 2010*. The Guidelines assist in the development of effective and efficient waste and recycling systems for new developments at the design phase and provides flexibility in options to allow site-specific waste and recycling solutions to be put forward for larger residential developments.

In addition to helping developers comply with Development Plan requirements for waste and recycling, use of the Guidelines will result in waste systems in new residential developments delivering benefits for future residents and the wider community by providing access to waste and recycling services and reducing the disposal of waste to landfill.

In undertaking waste management within the Affected Area, it is expected that the developers will meet the aims of this Guideline.

A review of waste management policies applying in Council's Development Plan has been undertaken with those contained in the Adelaide (City) Development Plan and the Prospect (City) Development Plan, two areas where medium-higher density residential development is relatively common.

No significant difference in Development Plan policy is apparent, with the Charles Sturt Council Development Plan containing references to waste management in a number of sections under:

- Infrastructure
- Medium and High Rise Development (3 or more storeys)
- Residential Development
- Supported Accommodation, Housing for Aged Persons and People with Disabilities
- Waste
- Mixed Use Zone.

In this circumstance, no new policies are considered necessary to provide guidance on this issue.

### 3.2.14 Urban Form & Densities

As discussed earlier in these investigations and in more detail in Section 3.2.15 below, it is proposed to extend the current policies for the Mixed Use Zone – Urban Village Findon Policy Area 9 - Precinct 50 Village Employment and Living over the Affected Area.

In this circumstance, policies provide for an urban form and densities summarised as follows:

- A mix of commercial, community, light industrial, medium density residential, office, and small-scale shop land uses.
- Generally medium to high density (greater than 35 dwellings per hectare net) residential development, with lower density development adjacent to existing residential areas.
- Activities that generate employment.
- Building heights up to 15 metres (4 storeys) but transitioning down to 8.5 metres (2 storeys) adjacent to existing residential areas.

**Draft Findon Road, Kidman Park (North) DPA**  
**City of Charles Sturt**  
**Analysis**

While the final form of development within the Affected Area is not known at this time as it will occur over a number of years, be subject to demand and development decisions by multiple landowners, a potential development scenario includes:

- Some existing land uses may remain under existing use rights.
- Some new commercial and retail uses may locate at ground level along the Findon Road frontage, with the potential for residential development above.
- Mixed use development, including residential development of medium to high dwelling densities and potential building heights of up to 4 storeys, may locate more centrally to the Affected Area.
- Residential development (1 – 2 storeys) may locate on individual allotments located adjacent to existing residential areas.

Policies proposed to apply to the affected area will result in an urban form and residential densities in accordance with current envisaged development applying to the adjacent land to the north.

### 3.2.15 Development Plan Policy

It is proposed to rezone the Affected Area from Urban Employment Zone to Mixed Use Zone. The Mixed Use Zone, which is based on SAPPL policy, already applies to land within the wider Council area, including the land immediately to the north of the subject land.

This approach to extend the Mixed Use Zone over the Affected Area is based on:

- Directions from various strategic documents at the State and local level.
- Consideration of current interface issues being experienced with the adjacent residential areas and the opportunity to establish less impacting activities.
- The general suitability of some of the land for medium density residential development (land characteristics, proximity to public transport routes and other community services, including open space and shopping).
- Market analysis by the key landowners.

As indicated, the Mixed Use Zone already applies to the land immediately to the north of the Affected Area with more specific policies applying through Urban Village Findon Policy Area 9. This Policy Area has been designated as a location for the establishment of an Urban Village, which is to provide for a variety of mixed uses to support the Village core (located in the adjacent Neighbourhood Centre Zone at Findon) as an activity node. Policies provide for flexibility in site planning and development control to ensure the intensity of development and the vitality of activity considered desirable in an urban village setting.

Policy Area 9 is further divided into three Precincts, offering different dwelling densities and building heights as follows:

Precinct Name	Dwelling Density	Building Height
Precinct 50 Village Employment and Living	Medium to high (greater than 35 dwellings per hectare net)	15 metres (4 storeys)
Precinct 51 Village Living Medium	Medium (35 to 70 dwellings per hectare net)	12 metres (3 storeys)
Precinct 52 Village Living Low	Low (less than 35 dwellings per hectare net)	8.5 metres (2 storeys)

The extent of this Policy Area and Precincts are shown on Figure 3.

Within this context it is proposed to include the Affected Area within Urban Village Findon Policy Area 9 – Precinct 50 Village Employment and Living. Precinct 50 policies have the advantage of still enabling the consideration of employment generating activities while providing flexibility for higher residential densities.

A primary objective for the Affected Area will therefore change from the Urban Employment Zone focus of accommodating “a range of industrial land uses together with other related employment and business activities”

**Draft Findon Road, Kidman Park (North) DPA**  
**City of Charles Sturt**  
**Analysis**

to the Mixed Use Zone focus of accommodating “a mix of commercial, community, light industrial, medium density residential, office, and small-scale shop land uses”.

As discussed earlier in Section 3.2.8, employment opportunities will still be provided within the Mixed Use Zone. The proposed rezoning from Urban Employment Zone to Mixed Use Zone will not affect the ability of existing land uses to continue. Existing use rights protect the continued use of a building, work or land where that use was lawfully approved upon commencement. This means existing uses can continue to operate without the need for further planning approval, provided the nature of the use remains the same.

In addition, policies for the Mixed Use Zone and Urban Village Findon Policy Area 9 also promote activities that generate employment, including commercial, light industrial, storage and warehousing, bulky goods outlets, office and minor retailing land uses.

While the majority of policies for the Policy Area and Precinct are proposed to be adopted without change, some minor amendments/additions are proposed to recognise the specific circumstances of the Affected Area. These amendments are summarised below in Section 4. Recommended Policy Changes.

The policy setting proposed, to include the Affected Area within the SAPPL based Mixed Use Zone – Urban Village Findon Policy Area 9 and Precinct 50 Village Employment and Living (albeit with minor amendments), reflects a logical extension of the current zoning policies immediately to the north. Rezoning the subject land in such a manner will provide further impetus to achieving the Urban Village concept considered desirable for the wider area.

Such a zoning will also reduce the potential for adverse impacts from future new development and will result in an improved amenity, not only for the subject land but also the wider surrounding community.

Employment generating activities will still be able to occur under the proposed Mixed Use Zone, albeit with some less impacting activities than can currently occur under the Urban Employment Zone. In addition, existing lawfully approved land uses are protected under “existing use rights” and will enable the current use of a building, work or land to continue even when the land is rezoned.

### 3.2.16 Concept Plan

*Concept Plan Map ChSt/6 - Urban Village Findon Policy Area 9* applies to that portion of the Mixed Use Zone located immediately to the north of the Affected Area. As it is proposed to include the subject land within the same policy framework as applies to the land to the north, it is proposed to extend the coverage of this Concept Plan over the subject land.

As the final form of development on the subject land is currently unknown and will develop over a number of years, potential key features can only be indicatively provided.

Existing Concept Plan Map ChSt/6 is to be extended to cover the subject land.

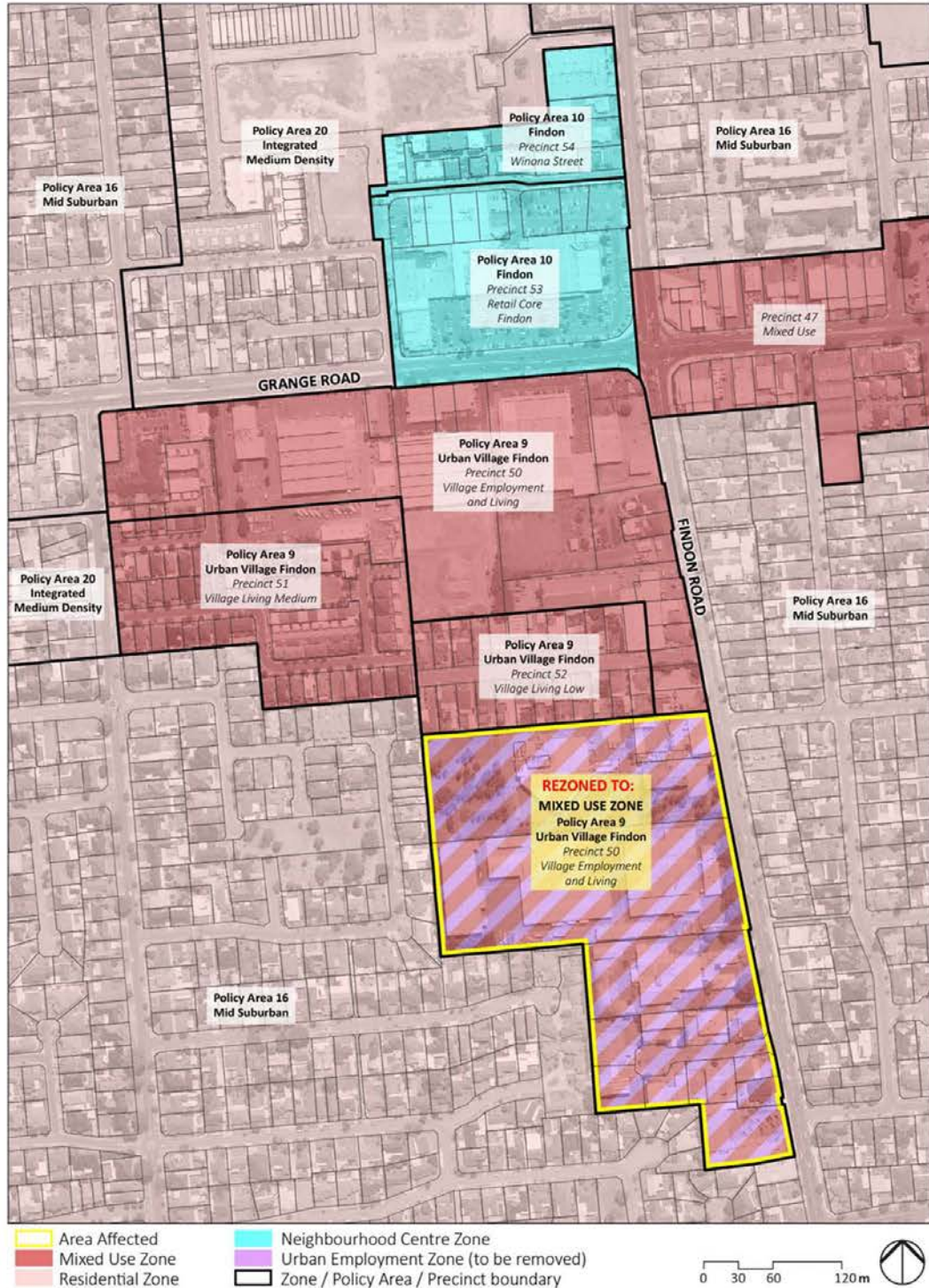
Given the uncertainty with the final form of development likely on the subject land, the following features are indicatively shown:

- Transition area where building heights are to be limited to 8.5 metres (2 storeys).
- Key access points onto Findon road (noting that a number of approved access points already exist).
- Existing mature trees fronting Findon Road.

Other guidance on the future development of the subject land is provided by the written policies.

Draft Findon Road, Kidman Park (North) DPA  
 City of Charles Sturt  
 Analysis

Figure 3: Policy Area and Precincts





#### 4. Recommended Policy Changes

The DPA proposes to extend the adjacent *Mixed Use Zone – Urban Village Findon Policy Area 9 – Precinct 50 Village Employment and Living* policies over the Affected Area.

In this context, only minor amendments are considered necessary to accommodate specific site circumstances as follows:

- Amending the Desired Character statement for *Urban Village Findon Policy Area 9* to include reference to the need for new sensitive land uses to be sited and designed to reduce the potential for adverse impacts from existing uses.
- Amending the Desired Character statement for *Urban Village Findon Policy Area 9* to include reference to:
  - the need for further site contamination investigations at the development proposal stage if sensitive land uses are proposed in the Affected Area
  - the need for further consideration of public open space requirements in the Affected Area at the development proposal stage
  - the desirability of retaining a number of mature trees along the Findon Road frontage of the Affected Area
  - the need to provide an internal road network servicing not only immediately adjacent land but also providing convenient linkages and inter-connection with neighbouring land within the Affected Area.
- Amending PDC 1 for *Urban Village Findon Policy Area 9* to include “service industry” as an envisaged use in the Affected Area.
- Including a new PDC (to be PDC 12) for *Precinct 50 Village Employment and Living* to limit the height of new development in the Affected Area to 8.5 metres (up to 2 storeys) within 25 metres of adjacent residential areas in the Residential Zone and Precinct 52 of *Urban Village Findon Policy Area 9*.
- Amending current PDC 12 (to be PDC 13) for *Precinct 50 Village Employment and Living* to clarify the extent of “shops” envisaged in the Affected Area.
- Amending current PDC 13 (to be PDC 14) for *Precinct 50 Village Employment and Living* to recognise that within the Affected Area dwellings can be constructed irrespective if they are associated with commercial uses or not.
- Including a new PDC (to be PDC 18) for *Precinct 50 Village Employment and Living* to ensure the provision of an internal road network that services the immediately adjacent land and also provides convenient linkages and inter-connection with neighbouring land within the Affected Area.
- Amending the Map Reference Table to include reference to Overlay Map numbers for new Affordable Housing and Noise and Air Emissions Overlay Maps.
- Including new Maps to indicate the Affected Area is to be subject to additional policies contained in the Affordable Housing and Noise and Air Emissions Overlays.

Draft Findon Road, Kidman Park (North) DPA  
City of Charles Sturt  
Analysis

- Amending various Maps (i.e. relevant Index, Development Constraints, Zone, Policy Area and Precinct Maps) to reflect the rezoning proposed.
- Amending the current Concept Plan for *Urban Village Findon Policy Area 9* to include the Affected Area and to indicate key design features.

## 5. Consistency with the Residential Code

N/A.

## 6. Statement of Statutory Compliance

Section 25 of the *Development Act 1993* prescribes that the DPA must assess the extent to which the proposed amendment:

- accords with the Planning Strategy.
- accords with the Statement of Intent.
- accords with other parts of council's Development Plan.
- complements the policies in Development Plans for adjoining areas.
- accords with relevant infrastructure planning.
- satisfies the requirements prescribed by the Development Regulations 2008.

### 6.1 Accords with the Planning Strategy

Relevant strategies from the Planning Strategy are summarised in the Appendices of this document. This DPA is consistent with the direction of the Planning Strategy.

### 6.2 Accords with the Statement of Intent

The DPA has been prepared in accordance with the Statement of Intent agreed to on 9 October 2018. In particular, the proposed investigations outlined in the Statement of Intent have been addressed in section 3.2 of this document.

### 6.3 Accords with other parts of the Development Plan

The policies proposed in this DPA are consistent with the format, content and structure of the Charles Sturt Council Development Plan, primarily comprising the extension of the adjacent existing Mixed Use Zone over the Affected Area.

### 6.4 Complements the Policies in the Development Plans for Adjoining Areas

The policies proposed for this DPA are based on the Mixed Use Zone from the SAPPL and already apply to other areas within the City of Charles Sturt.

Adjoining Development Plans comprise a mix of SAPPL based policies, hybrid versions and non SAPPL based versions. The proposed DPA policies will complement the policies of adjoining Development Plans which have been converted to the SAPPL content and format. In addition, as the Affected Area is located a minimum of 3.5

**Draft Findon Road, Kidman Park (North) DPA**  
**City of Charles Sturt**  
***Analysis***

kilometres from the nearest adjoining non SAPPL based Plan, the proposed rezoning is considered unlikely to have any material effect on those Development Plans.

#### **6.5 Accords with Relevant Infrastructure Planning**

This DPA complements current infrastructure planning for the Council area, as discussed in section 2.2.2 of this document.

#### **6.6 Satisfies the requirements Prescribed by the Regulations**

The requirements for public consultation (Regulation 11) and the public meeting (Regulation 12) associated with this DPA will be

Draft Findon Road, Kidman Park (North) DPA  
City of Charles Sturt  
References/Bibliography

## References/Bibliography

- AEC Environment: *Phase 1 Environmental Site Assessment for 344-354 Findon Road, Kidman Park* (2011)
- Aurecon: *Parking Spaces for Urban Places: Car Parking Study – Guidelines for Greater Adelaide*
- CIRQA: *Kidman Park North Development Plan Amendment - Transport Investigation* (2018)
- City of Charles Sturt: *Best Practice Open Space in Higher Density Developments Project* (2011)
- City of Charles Sturt: *Community Plan 2016 – 2027*
- City of Charles Sturt: <https://www.charlessturt.sa.gov.au/CommunityProfile>
- City of Charles Sturt: *Engineering and Open Space Development Guidelines*
- City of Charles Sturt: *Open Space Strategy 2025 – Directions Report* (2015)
- City of Charles Sturt: *Transport Plan 2016 – 2031*
- City of Charles Sturt: *Residential Waste and Recycling Guidelines For New Developments December* (2010)
- City of Charles Sturt: *Transport Plan 2016 – 2031*
- Colliers International Consulting Services (SA) et al: *Industrial Land Study* (2008)
- Connor Holmes: *Statement of Justification* (2012)
- Environment Protection Authority (SA:): *Public Register of Environmental Authorisations*
- FMG Engineering: *Report – Stormwater and service infrastructure investigations* (2018)
- Government of South Australia: *Charles Sturt Council Development Plan* (Consolidated 30 January 2018)
- Government of South Australia: *Development Act 1993*
- Government of South Australia: <https://adelaidemetro.com.au/timetable/buses>
- Government of South Australia: *Location SA Map Viewer*
- Government of South Australia: [Maps.sa.gov.au/plb/infrastructure](https://maps.sa.gov.au/plb/infrastructure)
- Government of South Australia: *Strategic Infrastructure Plan for South Australia 2004/5 – 2014/15 and 2010 Discussion Paper*
- Government of South Australia et al: *Streets for People – Compendium for South Australian Practice* (2012)
- Government of South Australia: *South Australia Better Practice Guide Waste Management for Residential and Mixed Use Developments*
- Government of South Australia: *Technical Information Sheet 06: Affordable Housing - Overlay 1*
- Government of South Australia: *Technical Information Sheet 08: Noise and Air Emissions - Overlay 3*
- Government of South Australia: *The 30-Year Plan for Greater Adelaide - 2017 Update*
- Government of South Australia: *The Integrated Transport and Land Use Plan* (2015)
- GTA Consultants et al: *City of Charles Sturt North-West Corridor Transport Study* (2014)
- *Relevant Australian Standards/Austrroads Guides/DPTI Code of Technical Requirements (Part 2)*
- SA Power Networks: *Distribution Annual Planning Report 2017/18 – 2021/22*
- SA Power Networks: *Distribution Annual Planning Report 2017/18 – 2021/22*
- Senversa Pty Ltd: *Preliminary Site Investigation - Findon Road and Keele Place, Kidman Park, South Australia*

Draft Findon Road, Kidman Park (North) DPA  
City of Charles Sturt  
Schedule 4a Certificate

**Schedule 4a Certificate**

**CERTIFICATION BY COUNCIL’S CHIEF EXECUTIVE OFFICER  
DEVELOPMENT REGULATIONS 2008  
SCHEDULE 4A**

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

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

I Paul Sutton, as Chief Executive Officer of the City of Charles Sturt, certify that the Statement of Investigations, accompanying this DPA, sets out the extent to which the proposed amendment or amendments-

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

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

- Jim Gronthos, Senior Policy Planner

DATED this .....<sup>1</sup>..... day of .....MARCA.....2019

  
.....  
Chief Executive Officer

Draft Findon Road, Kidman Park (North) DPA  
City of Charles Sturt  
*Appendices*

## Appendices

Appendix A - Assessment of the Planning Strategy

**Draft Findon Road, Kidman Park (North) DPA**  
**City of Charles Sturt**  
**Appendices**  
**Appendix A - Assessment of the Planning Strategy**

The DPA will assist in meeting the following Targets and Policies from *The 30-Year Plan for Greater Adelaide* (2017 Update):

### Targets

Target	How the target will be implemented:
<b>Target 1.1:</b> 85% of all new housing in metropolitan Adelaide will be built in established urban areas by 2045.	The DPA will assist in meeting this target by facilitating additional housing opportunities at increased densities within an established area.
<b>Target 2:</b> 60% of all new housing in metropolitan Adelaide is built within close proximity to current and proposed fixed line (rail/tram/O-Bahn) and high frequency bus routes by 2045.	The DPA will assist the facilitation of additional housing opportunities at increased densities within an established area in close proximity to identified Mass Transit Routes / Go Zones (Grange Road and Valetta Road/Hartley Road).
<b>Target 4:</b> Increase the percentage of residents living in walkable neighbourhoods in Inner, Middle and outer Metropolitan Adelaide by 25% by 2045.	The DPA will assist in meeting this target by facilitating additional housing opportunities, at increased densities, within an established area. The Affected Area is located within 400 metres of public open space (greater than 4000m <sup>2</sup> in area), within 1.3 kilometre of a primary school and it is located between 2 bus GO Zones, some 100 metres to the south and 400 metres to the north. The Affected Area is also located within 400 - 800 metres of an established Neighbourhood Centre Zone (Findon Shopping Centre).
<b>Target 5:</b> Urban green cover is increased by 20% in metropolitan Adelaide by 2045.	Provision of public open space, including appropriate size and location, will be determined with Council as development proposals proceed. Opportunities for street trees will also be determined with Council as land division proposals creating new internal roads are progressed.
<b>Target 6:</b> Increase housing choice by 25% to meet changing household needs in Greater Adelaide by 2045.	The DPA will assist in meeting this target by facilitating additional housing opportunities via a combination of smaller lots and provision for medium - high density in low - medium rise form (i.e. potentially up to 4 storeys) within an established area.

### Policies

Policy	How the policy will be implemented:
<b>Principle 1: A compact and carbon-neutral city</b>	Providing additional housing opportunities at increased densities which can be adequately serviced by infrastructure such as public transport within the footprint of the existing metropolitan area.
<b>Principle 2: Housing diversity and choice</b>	
<b>Principle 3: Accessibility</b>	Providing additional housing opportunities in close proximity to public transport.
<b>Principle 4: A transit-focused and connected city</b>	Providing additional housing opportunities in close proximity to public transport.
<b>Principle 8: Healthy, safe and connected communities</b>	Through current policies encouraging permeability between adjoining residential areas and open space.

Draft Findon Road, Kidman Park (North) DPA  
City of Charles Sturt  
Appendices  
Appendix A - Assessment of the Planning Strategy

Policy	How the policy will be implemented:
<b>Policy 1.</b> Deliver a more compact urban form by locating the majority of Greater Adelaide's urban growth within existing built-up areas by increasing density at strategic locations close to public transport.	The DPA will provide additional housing opportunity at increased density in close proximity to the Grange Road and Valetta Road/Hartley Road Mass Transit Routes (GO Zones).
<b>Policy 2.</b> Increase residential and mixed use development in the walking catchment of: <ul style="list-style-type: none"> <li>▪ Strategic activity centres</li> <li>▪ Appropriate transit corridors</li> <li>▪ Strategic railway stations.</li> </ul>	The DPA will provide a mixed use development environment in close proximity to identified Mass Transit Routes and an activity centre.
<b>Policy 3.</b> Increase average gross densities of development within activity centres and transit corridor catchments from 15 to 25 dwellings per hectare to 35 dwellings per hectare.	The DPA will provide for smaller lots and medium to high residential density (i.e. 35 – 70+ dwellings/ha) in close proximity to identified Mass Transit Routes.
<b>Policy 5.</b> Encourage medium rise development along key transport corridors, within activity centres and in urban renewal areas that support public transport use.	
<b>Policy 8.</b> Provide retail and other services outside designated activity centres where they will contribute to the principles of accessibility, a transit-focused and connected city. High quality urban design, and economic growth and competitiveness.	The DPA will provide opportunity for retail and commercial opportunities within a mixed use setting, with retail uses at a scale to service local convenience shopping, cognisant that neighbourhood level retail facilities are already provided at the Findon Shopping Centre some 400 – 800 metres from the Affected Area.
<b>Action 4.</b> Rezone strategic sites to unlock infill growth opportunities that directly support public transport infrastructure investment.	The DPA will unlock infill growth opportunities (including medium – high density residential development) in close proximity to identified Mass Transit Routes.
<b>Policy 29.</b> Encourage development that positively contributes to the public realm by ensuring compatibility with its surrounding context and provides active interfaces with streets and public open spaces.	Existing General Section policies within the Development Plan encourage upgrading of the public realm, harmonious development at the interface with existing residential development and, where appropriate, active frontages/interfaces with streets and public open spaces.
<b>Action 16.</b> Ensure that the local area planning process adequately address interface issues in the local context and identify appropriate locations for: <ul style="list-style-type: none"> <li>▪ Medium and high rise buildings</li> <li>▪ Where there should be minimum and maximum height limits.</li> </ul>	
<b>Policy 36.</b> Increase housing supply near jobs, services and public transport to improve affordability and provide opportunities for people to reduce their transport costs.	The extension of the Mixed Use Zone over the Affected Area will provide for increased housing supply near jobs and in close proximity to identified Mass Transit Routes.



**Draft Findon Road, Kidman Park (North) DPA**  
**City of Charles Sturt**  
**Appendices**  
**Appendix A - Assessment of the Planning Strategy**

Policy	How the policy will be implemented:
<b>Policy 37.</b> <i>Facilitate a diverse range of housing types and tenures (including affordable housing) through increased policy flexibility in residential and mixed-use areas.....</i>	The Mixed Use Zone will accommodate a mix of housing densities and types, through a combination of smaller lots and in the form of medium – high density in low – medium rise form.
<b>Policy 45.</b> <i>Promote affordable housing in well located areas close to public transport and which offers a housing mix (type and tenure) and quality built form that is well integrated into the community.</i>	<p>The DPA supports a mix of housing densities and types in close proximity to public transport.</p> <p>While current policies (i.e. for Residential Development and Urban Village Findon Policy Area 9) already reference the need for “affordable” housing in Objectives, PDCs and the Desired Character statement, it is proposed to introduce an Affordable Housing Overlay Map which will apply to the subject land and activate the Affordable Housing Overlay policies which already apply to other areas within the Council boundary.</p>
<b>Policy 56.</b> <i>Ensure there are suitable land supplies for the retail, commercial and industrial sectors.</i>	The DPA will extend the adjacent Mixed Use Zone (to the north) over the Affected Area. Policies for the Mixed Use Zone support a mix of commercial, community, light industrial, medium density residential, office and small-scale shop land uses.
<b>Policy 73.</b> <i>Provide sufficient strategic employment land options with direct access to major freight routes to support activities that require separation from housing and other sensitive land uses.</i>	The Affected Area, and land further to the south along Findon Road, is currently within the Urban Employment Zone. However, various strategic documents/studies have identified that both parcels of land are not prime industrial lands and are subject to significant interface issues with adjacent residential development. It is within this context that the Affected Area is proposed to be rezoned to Mixed Use Zone, promoting more benign land uses and reducing interface issues. It is understood that the southern land parcel is undergoing a similar rezoning exercise.
<b>Policy 76.</b> <i>Improve the amenity and safety of public transport stops, stations and interchanges by improving their connections to adjacent development and encouraging mixed-use development and housing diversity in close proximity.</i>	The DPA will provide for mixed use development (including medium – high density residential development) in close proximity to Mass Transit Routes (Go Zones) along Grange Road and Valetta Road/Hartley Road.
<b>Policy 78.</b> <i>Improve, prioritise and extend walking and cycling infrastructure by providing safe, universally accessible and convenient connections to activity centres, open space and public transport.</i>	<p>The Affected Area is approximately 500 – 1100 metres from the existing Torrens Linear Park and bikeway network and lesser distances to existing neighbourhood and district level reserves. Public transport options are provided immediately adjacent in Findon Road and in close proximity in Grange Road and Valetta Road/Hartley Road. The Findon Shopping Centre is located some 400 – 800 metres to the north.</p> <p>While the final development form in the Affected Area has not been determined and will evolve over time, it is likely to result in the creation of new internal roadways and the provision of a local level of open space and convenience shopping.</p> <p>Within this context it will be important for Council to work with the developers to ensure coordinated, convenient walking and cycling access and connections to activity centres, open space and public transport.</p>

Draft Findon Road, Kidman Park (North) DPA  
 City of Charles Sturt  
 Appendices  
 Appendix A - Assessment of the Planning Strategy

Policy	How the policy will be implemented:
<p><b>Policy 104.</b> Investigate opportunities to increase the amount and/or quality of public open space provision in areas of low open space provision and areas of increasing population growth.</p>	<p>Council’s Open Space Strategy indicates the area surrounding the Affected Area is generally well serviced with open space provision.</p> <p>While the final development form in the Affected Area has not been determined and will evolve over time, it is likely to result in the provision of a local level of open space. This open space should be developed in a form appropriate to the emerging population profile.</p>
<p><b>Our policy themes – Climate change</b></p>	
<p><b>Policy 105.</b> Deliver a more compact urban form to: Reduce vehicle travel and associated greenhouse gas emissions.</p>	<p>The DPA will facilitate a combination of smaller lots and medium - high density housing form within the Affected Area that will result in a more efficient development footprint. The area’s location near to identified Mass Transit Routes (Grange Road and Valetta Road/Hartley Road) and location 500 – 1100 metres from the Torrens Linear Park bikeway, provides an alternative to car dependency. Current Development Plan policies enable Council to consider the establishment of cycle ways and tree lined streets as development proposals are considered.</p>
<p><b>Policy 111.</b> Create a more liveable urban environment through establishing a network of greenways, bicycle boulevards and tree-lined streets.</p>	
<p><b>Policy 117.</b> Increase the provision of stormwater infrastructure (including water sensitive urban design) to manage and reduce the impacts of: Run-off from infill development</p>	<p>Stormwater management has been considered in the investigations for this DPA, as discussed in Section 3.2.5. A number of options have been identified to mitigate some local flooding issues and to ensure that new development is designed in such a manner that flooding risks to other properties and downstream properties is not increased.</p> <p>As the Development Plan already contains a number of policies in relation to stormwater infrastructure/WSUD, primarily under General Section policies for Land Division and Natural Resources, no additional policies are considered necessary on this issue.</p>
<p><b>Policy 121.</b> Ensure risk posed by known or potential contamination of sites is adequately managed to enable appropriate development and safe use of the land.</p>	<p>Preliminary Site Investigations have been undertaken for the investigations for this DPA, as discussed in Section 3.2.6.</p> <p>While identifying a range of potential contamination issues, the investigations also indicated that with appropriate supervision and resources the site can be made appropriate and ready for residential development.</p> <p>Any additional site investigations can be undertaken during the ‘Development Application’ Phase on a ‘site-by-site’ basis when the individual land owners are ready to develop their respective land parcels for a mixed use residential and commercial purposes.</p> <p>As the Development Plan already contains a number of policies in relation to site contamination, primarily under General Section policies for Hazards, only minor additional policy is proposed to refer to this issue in the Desired Character statement for the Policy Area.</p>

# Development Plan Amendment

By the Council

## City of Charles Sturt

### **Draft Findon Road, Kidman Park (North) Mixed Use (Residential and Commercial) Development Plan Amendment (Privately Funded)**

**The Amendment**

*For Consultation*

*March 2019*

Draft Findon Road, Kidman Park (North) DPA  
 City of Charles Sturt  
 Amendment Instructions Table

Amendment Instructions Table				
Name of Local Government Area: City of Charles Sturt				
Name of Development Plan: Charles Sturt Council Development Plan				
Name of DPA: Findon Road, Kidman Park (North) Mixed Use (Residential and Commercial) Development Plan Amendment (Privately Funded)				
<p><i>The following amendment instructions (at the time of drafting) relate to the Council Development Plan consolidated on 13 September 2018.</i></p> <p><i>Where amendments to this Development Plan have been authorised after the aforementioned consolidation date, consequential changes to the following amendment instructions will be made as necessary to give effect to this amendment.</i></p>				
Amendment Instruction Number	Method of Change	Detail what in the Development Plan is to be amended, replaced, deleted or inserted.  If applicable, detail what material is to be inserted and where. Use attachments for large bodies of material.	Is Renumbering required (Y/N)	Subsequent Policy cross-references requiring update  (Y/N) if yes please specify.
<b>COUNCIL WIDE / GENERAL SECTION PROVISIONS</b> (including figures and illustrations contained in the text)				
Amendments required (Yes/No): <b>No</b>				
<b>ZONE AND/OR POLICY AREA AND/OR PRECINCT PROVISIONS</b> (including figures and illustrations contained in the text)				
Amendments required (Yes/No): <b>Yes</b>				
<b>Mixed Use Zone</b>				
<b>Urban Village Findon Policy Area 9</b>				
1.	Insert	In the Desired Character statement after the second paragraph under the heading Land Uses / Function:  New, sensitive land uses will be sited and designed to reduce the potential for adverse impacts from existing uses.  There may be areas within that portion of <b>Precinct 50 Village Employment and Living</b> , located south of Adele Avenue at Kidman Park, that are contaminated because of previous activities. Further investigations to determine the extent of site contamination and necessary remediation measures may	N	N

**Draft Findon Road, Kidman Park (North) DPA**  
**City of Charles Sturt**  
**Amendment Instructions Table**

		therefore be required to ensure that sites are suitable and safe for their intended use, particularly for residential development.		
2.	Insert	<p>In the Desired Character statement after the last paragraph under the heading Development Structure:</p> <p>The location of any local public open space provision within that portion of <b>Precinct 50 Village Employment and Living</b> located south of Adele Avenue at Kidman Park, will be further considered by Council at the development proposal stage to ensure, as much as possible, a coordinated approach to the provision and design of open space for the local area.</p> <p>A number of mature trees are located along the Findon Road frontage of that portion of <b>Precinct 50 Village Employment and Living</b> located south of Adele Avenue at Kidman Park. The retention of these trees is considered desirable and, where practical, they will be incorporated into the design of future developments.</p> <p>Vehicle access to that portion of <b>Precinct 50 Village Employment and Living</b> located south of Adele Avenue at Kidman Park will be focussed on the key vehicle access points indicated on <a href="#">Concept Plan Map ChSt/6 – Urban Village Findon Policy Area 9</a>. An internal road network will be provided that not only services the land immediately adjacent to an access point, but also provides safe and convenient linkages with neighbouring land facilitating satisfactory future division of that land and inter-communication.</p>	N	N
3.	Insert	<p>In PDC 1 after “office”:</p> <ul style="list-style-type: none"> <li>▪ service industry within that portion of <b>Precinct 50 Village Employment and Living</b> that is located south of Adele Avenue, Kidman Park</li> </ul>	N	N
<b>Precinct 50 Village Employment and Living</b>				
4.	Insert	<p>New PDC after current PDC 11 as follows:</p> <p><b>12</b> Development should comprise one or two storey buildings which do not exceed 8.5 metres building height within 25 metres of the northern, southern and western boundaries of that portion of the precinct south of Adele Avenue, Kidman Park.</p>	Y	N
5.	Replace	<p>Current PDC 12 with the following:</p> <p><b>13</b> Retail development should:</p> <ul style="list-style-type: none"> <li>(a) be subsidiary to and reinforce the adjacent Findon Shopping Centre</li> <li>(b) be limited to primarily bulky goods outlets and a limited range of service trade premises along the Grange Road frontage of the precinct</li> <li>(c) be limited to primarily bulky goods outlets and service trade premises and a limited range of other shops along the Findon Road frontage and internal to that portion of the precinct located south of Adele Avenue, Kidman Park.</li> </ul>	Y	N
6.	Replace	Current PDC 13 with the following:	Y	N

**Draft Findon Road, Kidman Park (North) DPA**  
**City of Charles Sturt**  
**Amendment Instructions Table**

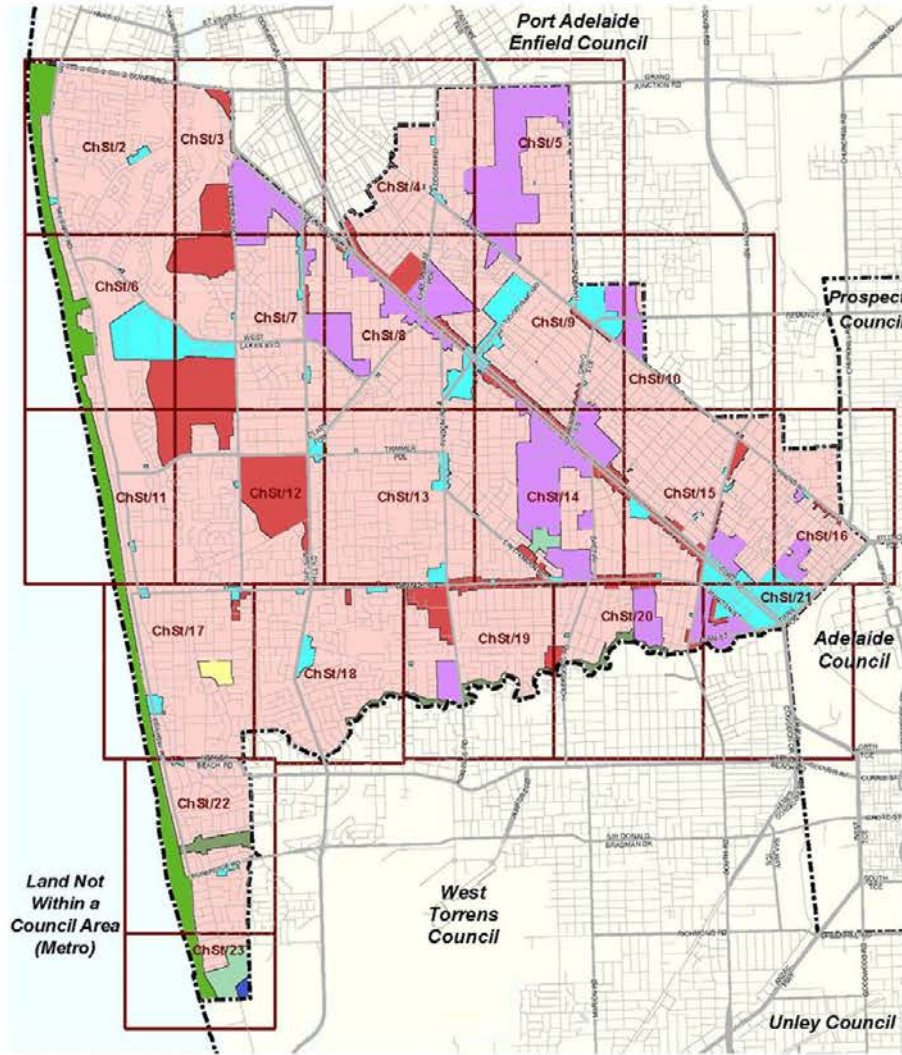
		14 Dwellings are appropriate: (a) above or at the rear of commercial ground level uses within that portion of the precinct north of Adele Avenue, Kidman Park (b) irrespective if they are associated with commercial uses or not in that portion of the precinct south of Adele Avenue, Kidman Park.		
7.	Insert	New PDC after current PDC 16 as follows: 18 An internal road network should be provided in that portion of <b>Precinct 50 Village Employment and Living</b> located south of Adele Avenue at Kidman Park that: (a) connects to a key vehicle access point on Findon Road as indicated on <a href="#">Concept Plan Map ChSt/6 – Urban Village Findon Policy Area 9</a> (b) services the land immediately adjacent to the access point (c) provides safe and convenient linkages with neighbouring land facilitating satisfactory future division of that land and inter-communication.	N	N
<b>TABLES</b>				
Amendments required (Yes/No): <b>No</b>				
<b>MAPPING (Structure Plans, Overlays, Enlargements, Zone Maps, Policy Area &amp; Precinct Maps)</b>				
Amendments required (Yes/No): <b>Yes</b>				
<b>Map Reference Table</b>				
8.	Insert	Reference to “ChSt/19” in Overlay Map Numbers for Affordable Housing under Overlay Maps.	N	N
9.	Insert	Reference to “ChSt/19” in Overlay Map Numbers for Noise and Air Emissions under Overlay Maps.	N	N
<b>Map(s)</b>				
10.	Replace	Council Index Map with Map in Attachment A.	N	N
11.	Replace	Overlay Map ChSt/1 Development Constraints with Map in Attachment B.	N	N
12.	Replace	Overlay Map ChSt/19 Development Constraints with Map in Attachment C.	N	N
13.	Insert	New Overlay Map ChSt/19 Affordable Housing in Attachment D after Development Constraints Map.	N	Y (Map Reference Table)
14.	Insert	New Overlay Map ChSt/19 Noise and Air Emissions in Attachment E after Affordable Housing Map.	N	Y (Map Reference Table)
15.	Replace	Zone Map ChSt/19 with Map in Attachment F.	N	N

Draft Findon Road, Kidman Park (North) DPA  
City of Charles Sturt  
*Amendment Instructions Table*

16.	Replace	Policy Area Map ChSt/19 with Map in Attachment G.	N	N
17.	Replace	Precinct Map ChSt/19 with Map in Attachment H.	N	N
18.	Replace	Concept Plan Map ChSt/6 Urban Village Findon Policy Area 9 with Map in Attachment I.	N	N

Draft Findon Road, Kidman Park (North) DPA  
City of Charles Sturt  
Attachment A

Attachment A



For the purposes of the Development Plan unless otherwise clearly indicated, the zone/policy area/precinct boundaries depicted on or intended to be fixed by Maps ChSt/1 to Map ChSt/24 inclusive shall be read as conforming in all respects (as the case may require) to the land division boundaries, to the centre line of roads or drain reserves or to the title boundaries, or to imaginary straight lines joining the positions defined by survey or by the measurements shown on the said maps against which the said zone/policy area/precinct boundaries are shown or otherwise indicated.



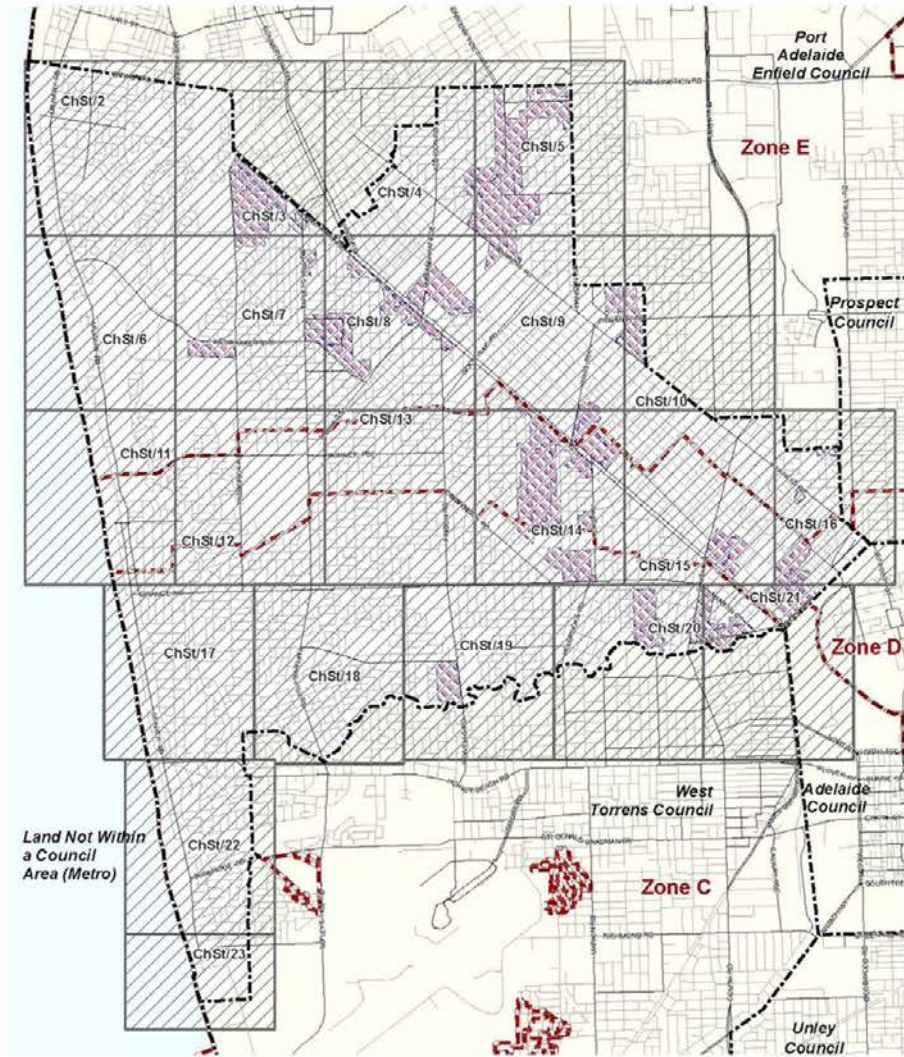
# Council Index Map

CHARLES STURT COUNCIL



Draft Findon Road, Kidman Park (North) DPA  
 City of Charles Sturt  
 Attachment B

**Attachment B**

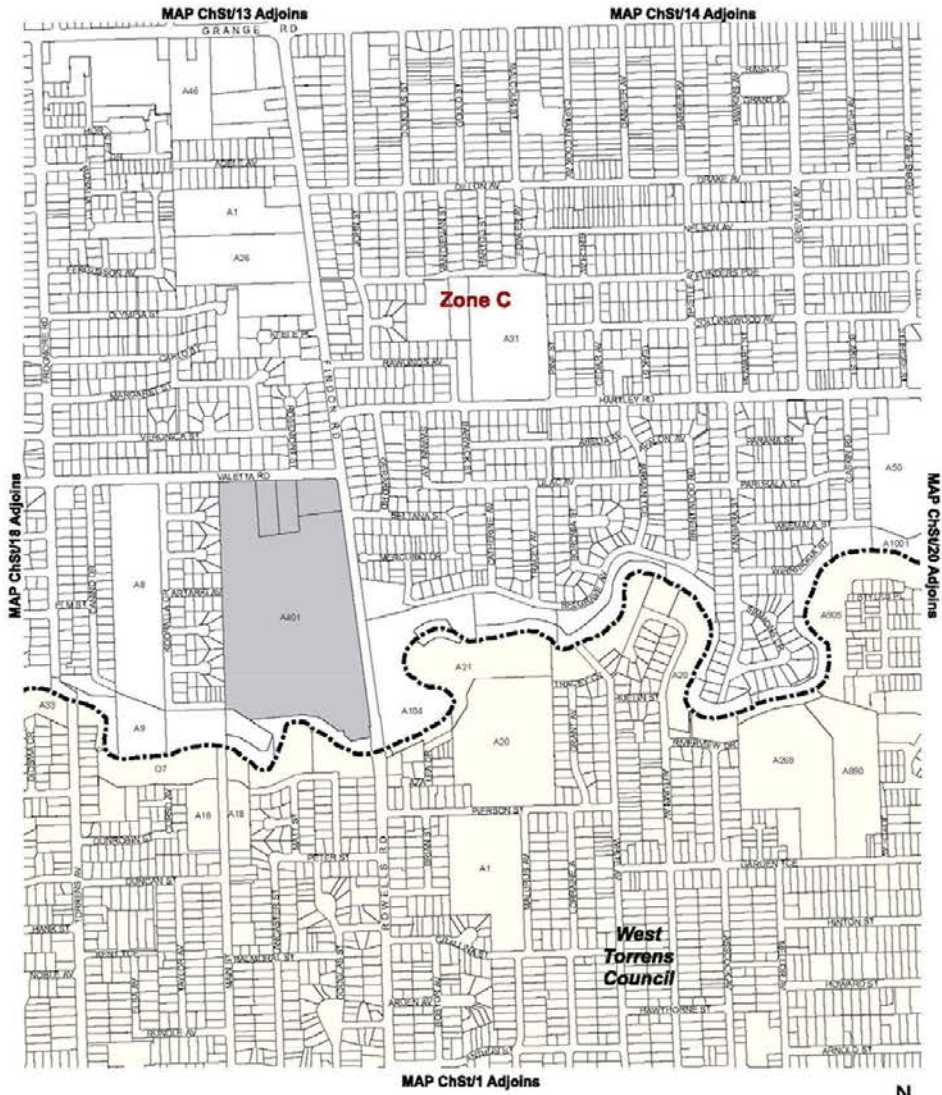


**Airport Building Heights**  
 4 - 14m All Structures restricted to height identified on maps  
 (above existing ground level, measured from the top of the nearest roadside curb)  
**Zone C** All Structures Exceeding 15 metres above existing ground level  
**Zone D** All Structures Exceeding 45 metres above existing ground level  
**Zone E** All Structures Exceeding 100 metres above existing ground level

- Airport Building Heights
- Industry Interface Area
- Development Plan Boundary

**Overlay Map ChSt/1**  
**DEVELOPMENT CONSTRAINTS**  
 CHARLES STURT COUNCIL

Attachment C



**Airport Building Heights**  
Zone C All Structures Exceeding 15 metres above existing ground level

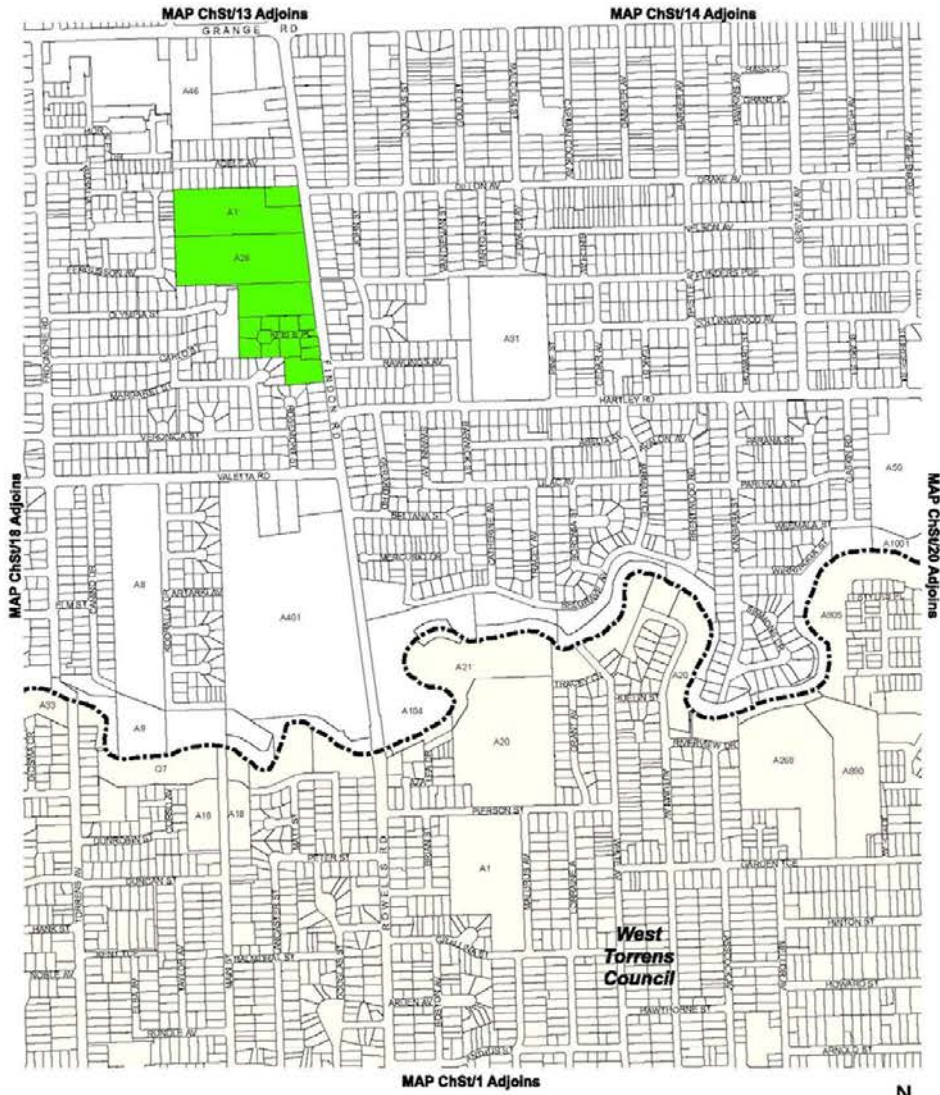


- Airport Building Heights
- Industry Interface Area
- Development Plan Boundary

**Overlay Map ChSt/19**  
**DEVELOPMENT CONSTRAINTS**  
 CHARLES STURT COUNCIL

Draft Findon Road, Kidman Park (North) DPA  
City of Charles Sturt  
Attachment D

Attachment D



**Airport Building Heights**  
Zone C All Structures Exceeding 15 metres above existing ground level



# Overlay Map ChSt/19

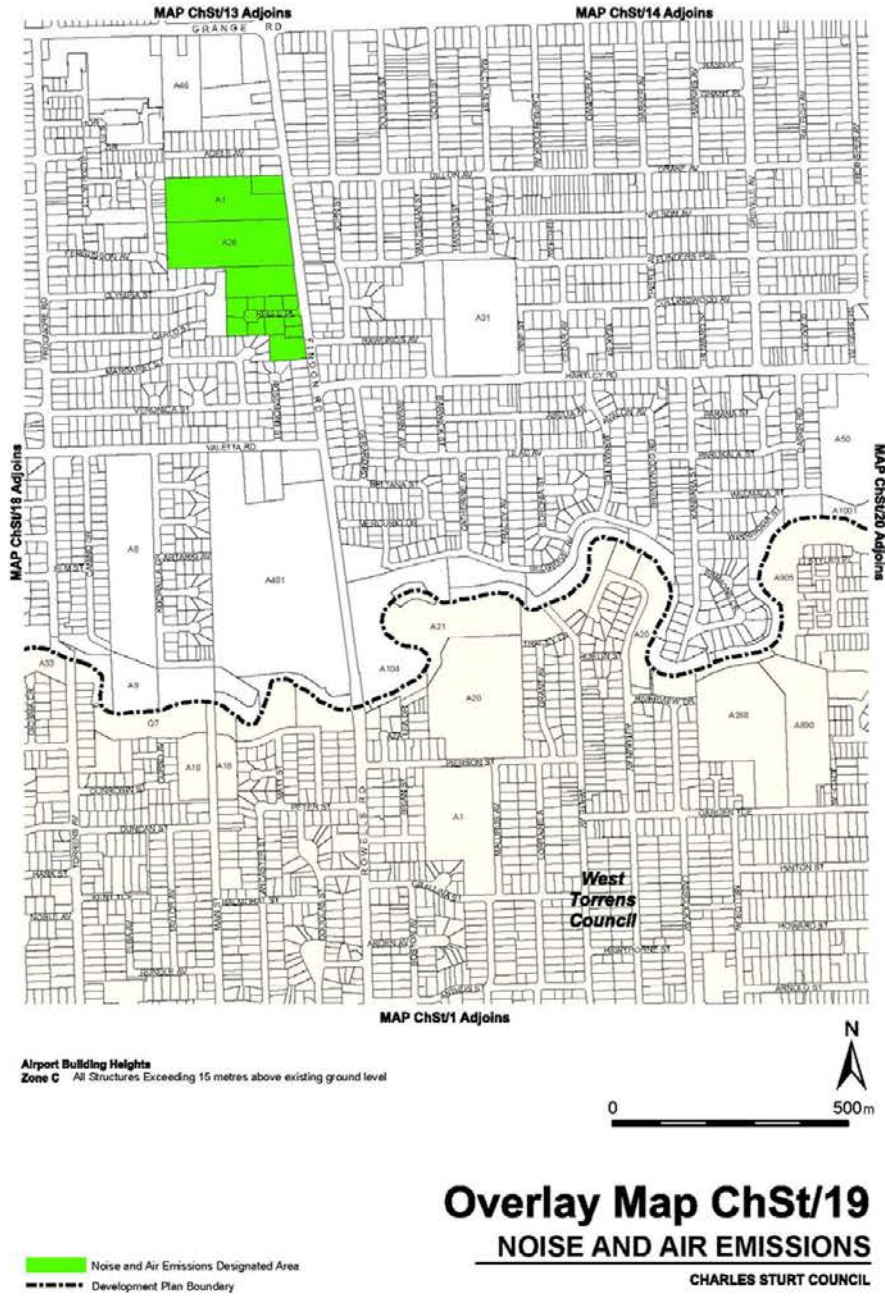
## AFFORDABLE HOUSING

- Affordable Housing Designated Area
- Development Plan Boundary

CHARLES STURT COUNCIL

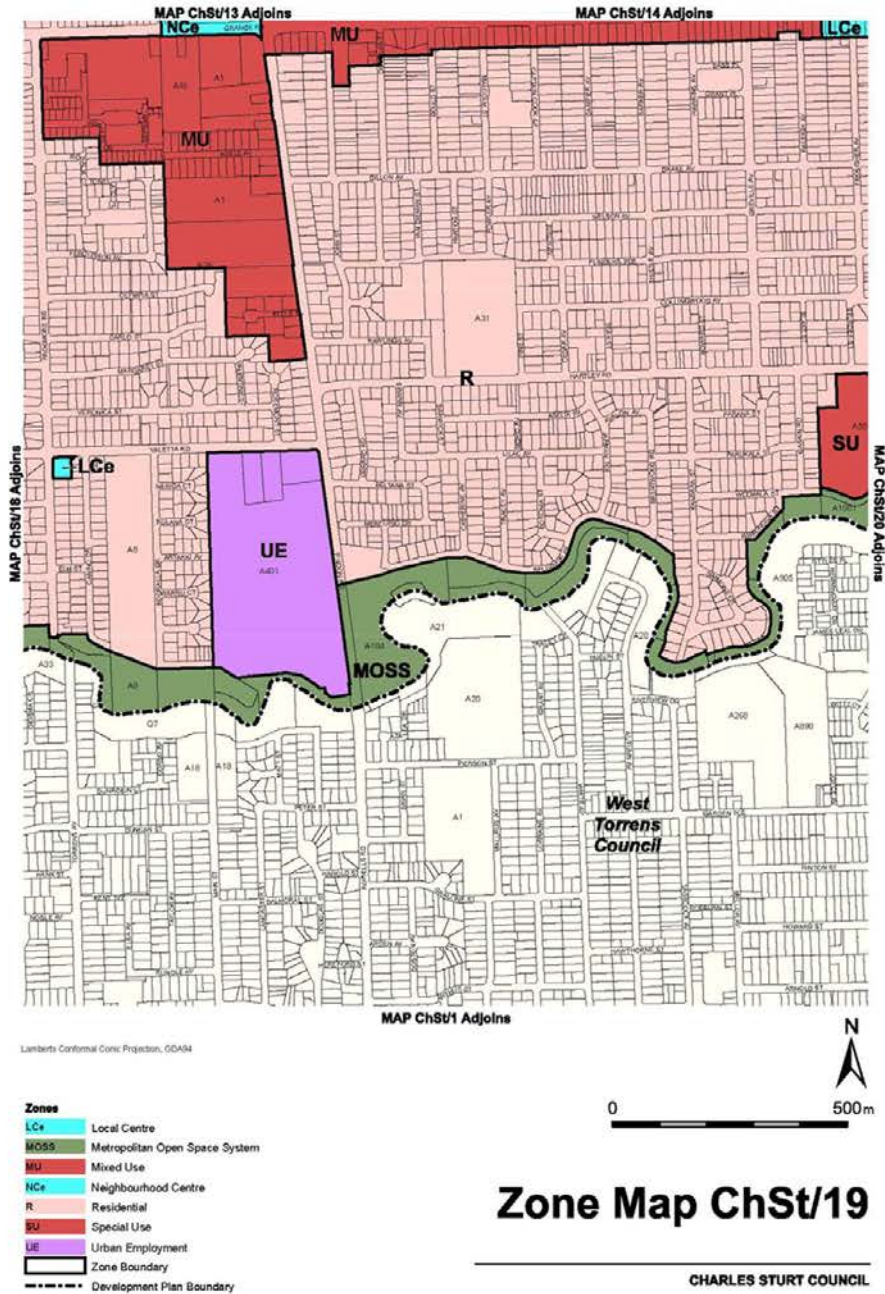
Draft Findon Road, Kidman Park (North) DPA  
City of Charles Sturt  
Attachment E

Attachment E

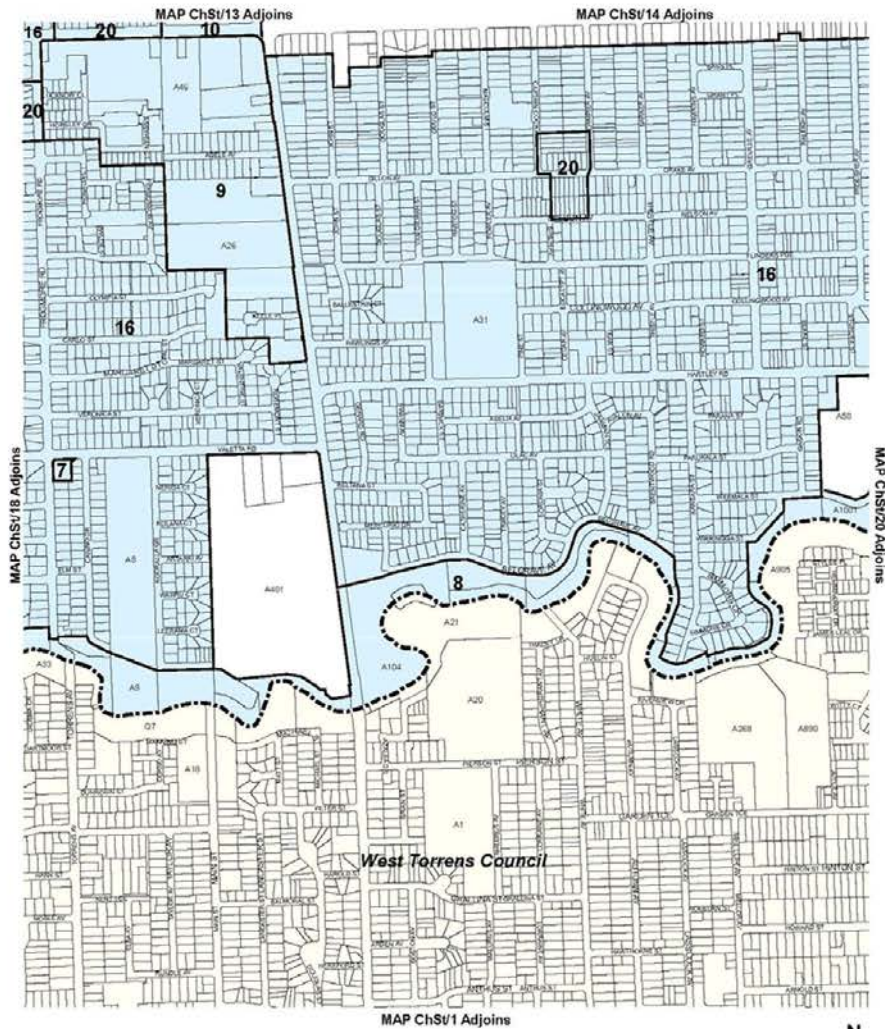


Draft Findon Road, Kidman Park (North) DPA  
City of Charles Sturt  
Attachment F

Attachment F



Attachment G



Lambert Conformal Conic Projection, GDA84

**Policy Area**

- 7 Local Shopping
- 8 Linear Park/River Torrens/Karrawirra Parri
- 9 Urban Village Findon
- 10 Findon
- 16 Mid Suburban
- 20 Integrated Medium Density



# Policy Area Map ChSt/19

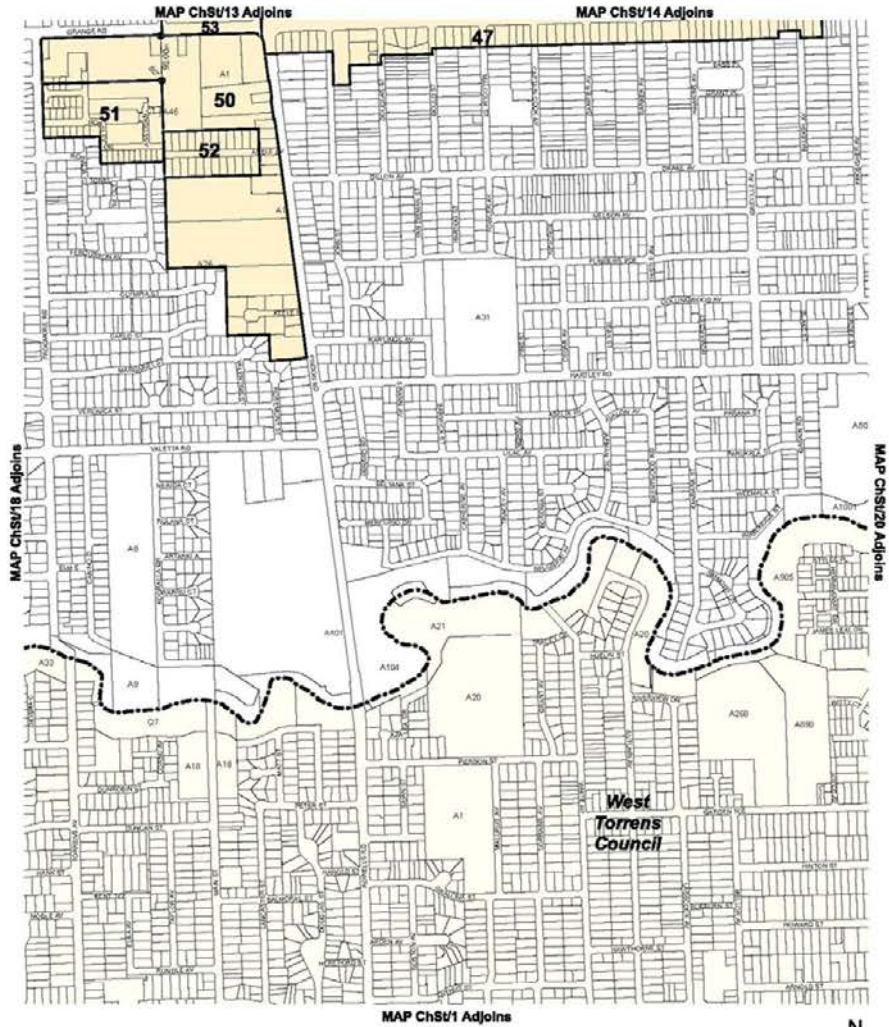
Policy Area Boundary

Development Plan Boundary

CHARLES STURT COUNCIL

Draft Findon Road, Kidman Park (North) DPA  
City of Charles Sturt  
Attachment H

Attachment H



Lamberts Conformal Conic Projection, GDA84

- Precinct**
- 47 Mixed Use
  - 50 Village Employment and Living
  - 51 Village Living Medium
  - 52 Village Living Low
  - 53 Retail Core Findon

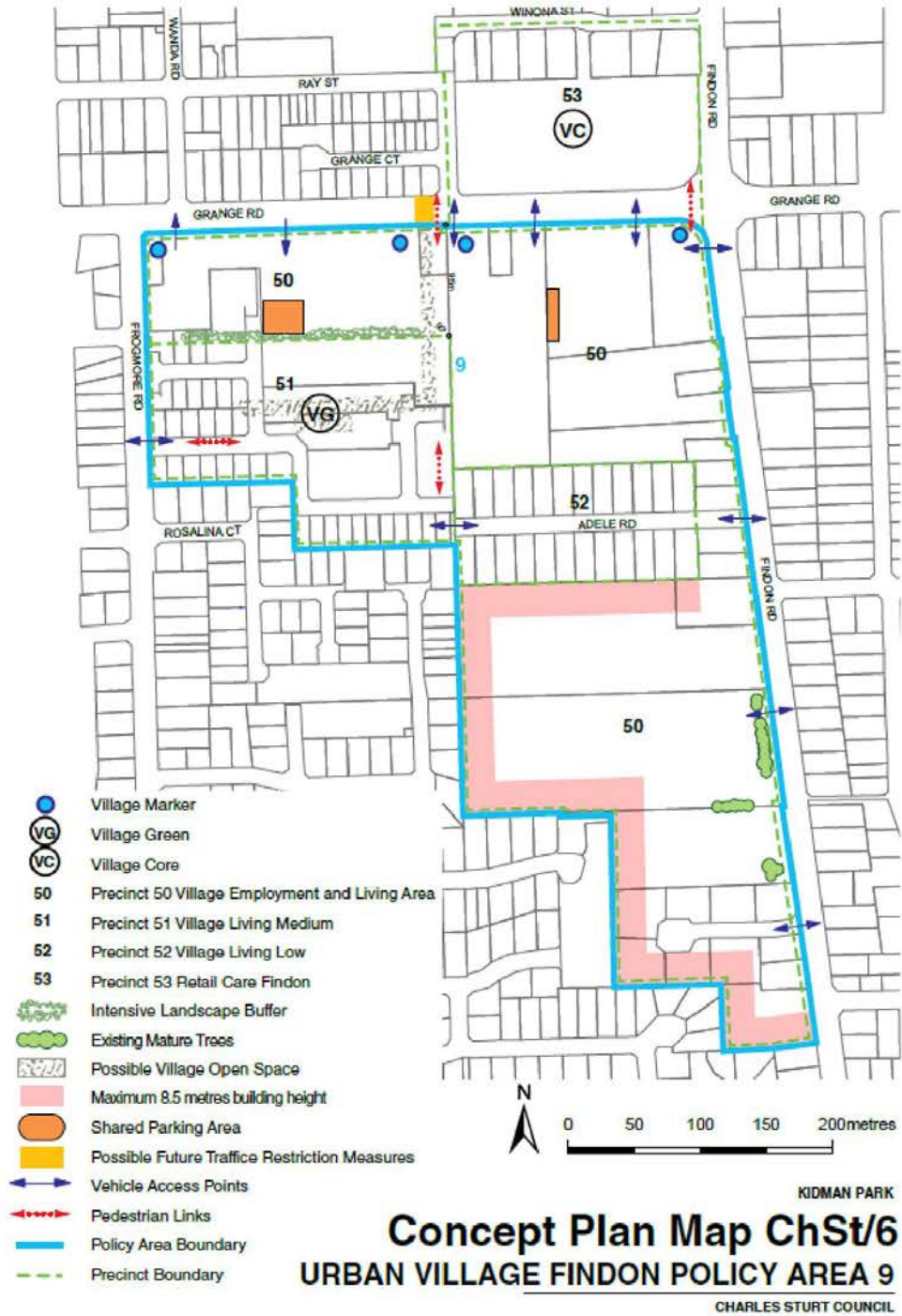


# Precinct Map ChSt/19

- Precinct Boundary
- Development Plan Boundary

CHARLES STURT COUNCIL

Attachment I





## **18 LOCAL GOVERNMENT BUSINESS**

### **18.1 Local Government Circulars**

#### **Brief**

This report provides a detailed listing of current items under review by the Local Government Association.

#### **RECOMMENDATION**

It is recommended to Council that the Local Government Circulars report be received.

---

#### **Discussion**

The Local Government Association (LGA) distributes a weekly briefing on a range of matters affecting the general functions, administration and operations of councils through a 'General Circular'.

The indices attached for Members' information in this report are numbers 15, 16 and 17.

If Members require further information, they may contact the Chief Executive Officer's Secretariat. In some circumstances, it may then be appropriate for the Member to contact the relevant General Manager for more information.

#### **Attachments**

##### **1. Local Government Circulars Weeks 15, 16 and 17**



## Local Government Association of South Australia

### **15.1 Reminder - Nominations for IPWEA SA Excellence Awards**

A reminder that nominations for the annual Institute of Public Works Engineering Australasia, South Australian Division (IPWEA SA) Excellence Awards are open and will close on 12 April (extended from 29 March 2019).

### **15.2 Reminder - Applications for the Special Local Roads Program 2019/20**

A reminder that the Local Government Transport Advisory Panel is calling for applications for the 2019/20 Special Local Roads Program. This circular provides deadlines for applications and further information.

### **15.3 Records Management Fundamentals Training: Enrol Now**

The LGA's Education and Training Service has scheduled a two day 'Records Management Fundamentals' training program on Monday & Tuesday 8th & 9th July 2019 at Local Government House, Adelaide for staff responsible for records management practices within councils. Registrations are now open. Further information can be found in this circular.

### **15.5 The Australian Institute for Disaster Resilience invites submissions for the 2019 Resilient Australia Awards.**

The Australian Institute for Disaster Resilience (AIDR) invites submissions for the 2019 Resilient Australia Awards. The awards celebrate and promote initiatives that make communities safer and better prepared for hazards and emergencies. A new category for local government has now been introduced and entries from local councils are strongly encouraged. The AIDR has contacted the LGA and invites submissions by Friday 17 May.

### **15.6 National Heavy Vehicle Reform - seeking council experts**

The LGA is looking for subject matter experts from within our sector to help inform future LGA submissions on National Heavy Vehicle Reform.

### **15.8 Improving flood, levee banks and dam management in South Australia draft submission open for consultation**

The LGA and the Department for Environment and Water (DEW) consultation on flood, levee bank and dam management has now entered into the second stage of the consultation process and a draft LGA submission is now available for council review. The LGA requests this feedback to inform the final LGA submission be provided by 24 May 2019.

### **16.1 Election Signs – General Approval Guidelines publicly available on LGA website**

The LGA Election Signs—General Approval Guidelines are available on the LGAs public federal elections webpage.



## Local Government Association of South Australia

### **16.2 LGA Board of Directors Meeting 17 April 2019 - Agenda available**

The LGA Board of Directors will meet on Wednesday 17 April 2019 at LG House, 148 Frome Street, Adelaide. The agenda is now available and this circular provides a list of reports to be considered at the meeting.

### **16.3 EPA updated Guideline Environmental Management of Landfill Facilities - solid waste disposal (2019)**

The Environment Protection Authority (EPA) has released the updated guideline Environmental Management of Landfill Facilities – solid waste disposal (2019) together with the summary of submissions addressing the feedback received during the consultation period held in June – July 2018.

### **16.4 Program and Reminder to Register - LGITSA "Blinded by the Light" Conference & Workshop 2 & 3 May 2019**

Don't forget to register for the Local Government Information Technology SA's 'Blinded by the Light' Conference and Workshop being held in and around Hindmarsh Square on Thursday and Friday, 2 and 3 May 2019. This Circular provides registration and program information. Registrations close on 26 April.

### **16.5 Boundary Reform Forum – 2 May 2019**

The LGA is partnering with the Boundaries Commission to present a Boundary Reform Forum for member councils that will explain the role of the Commission, give an overview of the Guidelines, and provide opportunity to ask questions.

### **16.6 Round 2 of State Government recycling transport subsidies grants program for regional councils is now open**

In May 2018, the State Government announced its recycling industry support package in response to China's National Sword Policy. Round 1 of the recycling transport subsidies grants program closed in September 2018. The State Government has now opened Round 2 – which closes on 31 May 2019.

### **16.7 Expression of Interest: LGA Procurement Model Document review - Working Group**

LGA Procurement is seeking expressions of interest for participation in a Working Group to review the current LGA Procurement template suite, which will focus on the suitability to meet Council needs.

### **16.8 Elected Member Leadership Development Program Delivery Options**

The LGA's Education and Training Service runs a series of professional development opportunities for continuing and newly elected members. These programs are available for delivery in-house at your council, at regional hubs and via webinar. Further details can be found in this circular.

### **16.9 Sharps and Infectious Waste Handling Training**

The LGA's Education and Training Service is rolling out 'Sharps and Infectious Waste Handling' training to the sector as part of a suite of WHS training sessions. Further details are available in this circular.

### **16.10 Leadership Programs for Women: Enrolments Open**

The LGA's Education and Training Service is offering two leadership programs for women. Claim your place now. Further details are available in this circular.

### **16.11 LGA model Rates Notice 2019-20**

The LGA's model Rates Notice for 2019-20 is now available. Details are provided in this Circular and on the LGA website.



## Local Government Association of South Australia

### **17.1 Registrations & Program - IPWEA SA Conference & Excellence Awards Dinner**

Registrations are open for the IPWEA SA Conference and Excellence Awards Dinner with early bird registrations closing on 30 April. This circular provides program and registration information.

### **17.2 Power Line Undergrounding Projects - Registrations of Interest**

ESCOSA's Power Line Environment Committee (PLEC) is seeking registrations of interest for proposals to underground power lines from Councils in locations such as historic areas, major shopping precincts and other areas of community benefit in metropolitan and regional South Australia.

### **17.3 2019 LGA Ordinary General Meeting - Draft Minutes available**

The draft minutes of the LGA Ordinary General Meeting held on Friday 12 April 2019 are available to download from the LGA website.

### **17.4 Feedback sought on Landscape SA Bill**

To assist the LGA's advocacy, the LGA is seeking council feedback on the draft Landscapes SA Bill.

## 19 MEMBER'S BOOKSHELF

- Australian Migrant Resource Centre Annual Report Jan - Dec 2018

### RECOMMENDATION

That the additions to Members' bookshelf be noted.

## 20 CORRESPONDENCE

### 20.1 Newstart Allowance

Correspondence has been received from the Branch Manager of Payment Structures Branch of the Department of Social Services, Ms Mary McLarty on behalf of Minister for Families and Social Services, the Hon Paul Fletcher MP, acknowledging Council's letter dated 8 March 2019 in relation to Newstart Allowance (**Attachment 1**). The original correspondence to the Minister for Human Services sent on 8 March 2019 has also been attached for reference.

### 20.2 Adelaide and Mount Lofty Ranges Natural Resources Management Board

Correspondence has been received from the Adelaide and Mount Lofty Ranges Natural Resources Management Board regarding the minutes of the Board meeting held on Thursday 21 February 2019 (**Attachment 2**).

### 20.3 Adelaide Botanic High School/Adelaide High School (CBD) Shared Zone

Correspondence has been received from the Minister for Education, Hon John Gardner MP, acknowledging Council's letter dated 21 February 2019 in relation to recently announced changes to the Adelaide High School and Adelaide Botanic High School shared zone (**Attachment 3**). The original correspondence to the Minister for Education sent on 21 February 2019 has also been attached for reference.

### 20.4 Aviation Rescue Fire Fighting Services (ARFFS) at Adelaide Airport

Correspondence has been received from the Chief Executive Officer of the Airservices Australia, Mr Jason Harfield, acknowledging Council's letter dated 20 March 2019 in relation to Aviation Rescue Fire Fighting Services (ARFFS) provided at Adelaide Airport (**Attachment 4**). The original correspondence to the Chief Executive Officer of the Airservices Australia sent on 20 March 2019 has also been attached for reference.

### 20.5 Changes to approach procedures for Adelaide Airport's Secondary Runway

Correspondence has been received from the Group and Community Engagement Manager of the Airservices Australia, Ms Rachael Edginton, regarding the changes to approach procedures for Adelaide Airport's Secondary Runway (**Attachment 5**).

### 20.6 Legislative review of the *South Australian and Ethnic Affairs Commission Act 1980*

Correspondence has been received from the Hon Steven Marshall MP, Premier of South Australia, regarding a legislative review of the *South Australian and Ethnic Affairs Commission Act 1980* (**Attachment 6**).

### 20.7 Licensing fees for resource recovery and transfer activities

Correspondence has been received from the Hon Steven Marshall MP, Premier of South Australia, in response to a query raised at the Roundtable for Mayors on 20 February 2019 regarding the increase in licensing fees for resource recovery and transfer activities for the City of West Torrens (**Attachment 7**).

## **20.8 Exemption to incorporate the Strategic Planning and Development Policy Committee requirements into the City Advancement and Prosperity General Committee**

Correspondence has been received from the Hon Stephan Knoll MP, acknowledging Council's letter dated 23 January 2019 in relation to a request for exemption to incorporate the Strategic Planning and Development Policy Committee requirements into the City Advancement and Prosperity General Committee (**Attachment 8**). The original correspondence to the Minister for Planning sent on 23 January 2019 has also been attached for reference.

### **RECOMMENDATION**

That the correspondence be received.

---

### **Attachments**

- 20.1 Newstart Allowance**
- 20.2 Adelaide and Mount Lofty Ranges Natural Resources Management Board**
- 20.3 Adelaide Botanic High School/Adelaide High School (CBD) Shared Zone**
- 20.4 Aviation Rescue Fire Fighting Services (ARFFS) at Adelaide Airport**
- 20.5 Changes to approach procedures for Adelaide Airport's Secondary Runway**
- 20.6 Legislative review of the South Australian and Ethnic Affairs Commission Act 1980**
- 20.7 Licensing fees for resource recovery and transfer activities**
- 20.8 Exemption to incorporate the Strategic Planning and Development Policy Committee requirements into the City Advancement and Prosperity General Committee**



**Australian Government**  
**Department of Social Services**

MC19-001930

Mayor  
Mr Michael Coxon  
City of West Torrens  
165 Sir Donald Bradman Drive  
HILTON SA 5033

Dear Mayor Coxon

Thank you for your letter of 8 March 2019 to the Minister for Human Services and Digital Transformation, the Hon Michael Keenan MP, regarding Newstart Allowance. Your letter was referred to the Minister for Families and Social Services, the Hon Paul Fletcher MP, as this matter falls within his portfolio responsibilities. The Minister has asked me to reply to you on his behalf.

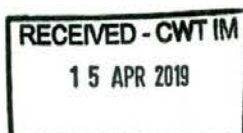
The Australian social security system aims to support the basic living standards of all Australians and increase their social and economic participation. The Australian Government is committed to a welfare system that supports the most vulnerable, encourages those who are able to work or study, and is sustainable for future generations. One of the Government's key objectives is to ensure that people who have the capacity to work support themselves to the extent possible.

Working age allowance payments such as Newstart Allowance are designed to provide a safety net for people who require financial assistance, while maintaining incentives for people to join or return to the workforce where they are able.

Where recipients have additional costs, such as those associated with renting in the private market and raising children, supplementary payments such as Commonwealth Rent Assistance (CRA) and Family Tax Benefit are available. Other supplementary benefits that may be payable include Pharmaceutical Allowance, Carer Allowance, Remote Area Allowance, Telephone Allowance, Mobility Allowance as well as a concession card.

The following additional assistance is available to income support recipients to increase their economic security:

- subsidised prescription medicines under the Pharmaceutical Benefits Scheme;
- subsidised health care and related products; and
- concessions by state and territory governments. These concessions could include subsidies for rates for home owners, utilities such as electricity and water, and public transport and vehicle registration fees. Concessions offered vary between states.



GPO Box 9820 Canberra ACT 2601  
Email • Facsimile • Telephone 1300 653 227  
National Relay Service: TTY: 133 677, Speak and listen: 1300 555 727, Internet relay: [www.relayservice.com.au](http://www.relayservice.com.au)  
[www.dss.gov.au](http://www.dss.gov.au)

Payment rates are indexed regularly to maintain their purchasing power. Working age payments such as Newstart Allowance are indexed to the increase in the Consumer Price Index (CPI) twice a year, on 20 March and 20 September.

Social security payments operate in conjunction with taxation concessions, productivity initiatives, employment services and labour market strategies, as part of an integrated package to support workforce participation objectives.

The Australian Government is committed to helping people find jobs. The Government's employment service called *jobactive* helps people find work and better meet the needs of employers.

People receiving income support payments may be eligible for the full range of assistance under *jobactive*. Assistance includes help with looking for work, writing résumés, preparing for interviews, referrals to jobs and targeted training that is suited to the needs of local employers. A list of *jobactive* providers is available at [www.jobsearch.gov.au/provider](http://www.jobsearch.gov.au/provider) or you can call the employment services information line on 13 6268 and ask for details on the *jobactive* providers in your area.

The Government also provides a range of employment programs and incentives to help Indigenous Australians, disadvantaged parents of young children, people with disability, job seekers in remote areas and older Australians to find work. More information on the assistance available for these job seekers, and the incentives offered to employers, is available at [www.jobs.gov.au](http://www.jobs.gov.au).

For people who are struggling financially, Centrelink has social workers who can assist in a number of ways. They can provide information or referral to financial services to people experiencing financial difficulty, such as having large outstanding bills and generally having trouble making ends meet. These services are free. People can speak to a social worker or arrange an appointment to see a social worker by phoning Centrelink on 13 2850 for the cost of a local call. Please note that calls from mobile phones may incur additional costs.

Thank you again for writing.

Yours sincerely



Mary McLarty  
Branch Manager  
Payment Structures Branch

8 April 2019



**From the Office of the Mayor**

8 March 2019

Hon Michael Keenan MP  
Minister for Human Services  
Parliament House  
CANBERRA ACT 2600

Dear Minister Keenan

My Council recently received a Deputation from concerned residents of the City of West Torrens seeking Council's support to lobby the Federal Government for an increase in the Newstart Allowance.

At its meeting on 19 February 2019 the following resolution was passed by Council:

That:

1. Council notes statistics from the 2016 census showing that 2,253 residents of the City of West Torrens are listed as unemployed;
2. Council notes that the single rate of Newstart Allowance has not increased in real terms in 24 years and is currently \$157 per week below the poverty line; and
3. In order to support these members of our Community, the Mayor write to the relevant Federal Government Ministers on behalf of Council urging an immediate increase to the rate of the Newstart Allowance.

It is clearly evident that there is strong community support for increasing the Newstart allowance and I urge you to act on this.

Yours sincerely

Michael Coxon  
Mayor

**ADELAIDE AND MOUNT LOFTY RANGES  
NATURAL RESOURCES MANAGEMENT BOARD**

**MINUTES OF MEETING NO 149**

**held from 10.00am to 12.00 pm  
on Thursday 21<sup>st</sup> of February 2019  
at the Office for Natural Resources AMLR,  
205 Greenhill Road, Eastwood**



Government  
of South Australia

Adelaide and  
Mount Lofty Ranges  
Natural Resources  
Management Board

**PRESENT:** Chair: Felicity-ann Lewis

Members: Alexandra Kentish  
Alison Cusack  
Rachael Siddall  
Russell Johnstone  
Vicki-Jo Russell

**APOLOGIES:** None

**IN ATTENDANCE:** Brenton Grear, Regional Director  
Anne Piro, Executive Officer  
Katharine Ward, Manager Water Projects  
Kim Krebs, Manager Community Engagement  
Lisien Loan, Manager Parks & Sustainable Landscapes  
Louisa Halliday, Manager Planning & Evaluation  
Marguerite Swart, Manager Business Support  
Michaela Heinson, Manager Land Marine and Biodiversity Services  
Roisin McAlary, Manager Financial Services

Observers  
Lissa Arcoverde  
Andrew West  
Pippa Cattanach

**210219-149-1.0 MEETING PROCEDURE**

**210219-149-1.1 Welcome**

The Chair opened the meeting, acknowledging that the land is the traditional lands for the Kurna people and the Board respects their spiritual relationship with their Country. The Board also acknowledged the Kurna people as the traditional custodians of the Adelaide region and that their cultural and heritage beliefs are still as important to the living Kurna people today. She welcomed all attendees to the meeting.

**210219-149-1.2 Apologies**

No apologies were received.

- 210219-149-1.3**      **Declarations of Interest**
- There were no additional declarations of interest declared.
- 210219-149-1.4**      **Consent Schedule**
- The Board **confirmed** the items within the consent schedule be adopted with a minor amendment to 4.6 acknowledging Trudi Meakins' contribution to the Board.*
- CARRIED**
- 210219-149-1.5**      **Minutes of Previous Meeting**
- The Board **confirmed** the minutes of meeting number 148 held on 13<sup>th</sup> December 2018 as a true and accurate record.*
- CARRIED**
- 210219-149-1.6**      **Matters Arising from Previous Meetings**
- The Board **noted** the matters arising.*
- CARRIED**
- 210219-149-1.7**      **Resolution Register**
- The Board **noted** the resolution register.*
- CARRIED**
- 210219-149-2.0**      **BOARD MATTERS**
- 210219-149-2.1A**      **Final Draft Business Operating Plan 2019-20–2021-22**
- The Board noted that the consultation period had concluded with a total of 24 submissions having been received. Based on those submissions it was proposed that no substantive changes be made to the draft Business Operating Plan 2019-20-2021-22.
- The Board:*
- 2.1A.1 **approved** the Final Draft Business and Operational Plan 2019-20 to 2021-22 being provided to the Minister for Environment and Water for adoption;
- 2.1A.2 **approved** the Draft Consultation Report on the outcomes of consultation on the Draft Business and Operational Plan 2019-20 to 2021-22.
- CARRIED**
- 210219-149-2.2B**      **Strategic Planning Workshop**
- The Board discussed potential topics of focus for the Strategic Planning Workshop scheduled for March. Key topics suggested for

consideration were the role of this Board during transition to Landscape Boards and Green Adelaide; possible priorities for this Board and the new Boards; ensuring ongoing progress to achieve environmental outcomes; and reviewing the Board's current strategic priorities.

*The Board:*

2.2B.1 **approved** the engagement of Strategic Matters as facilitator to assist the Board in this Strategic Planning Workshop;

2.2B.3 **agreed** to invite members of the Board's Audit, Finance and Risk Committee to attend the Strategic Planning Workshop.

**CARRIED**

**210219-149-2.2 External Funding Applications to Support Phase 5 of the Paddock Tree Replacement Project**

The Board reflected on the phased implementation of this multi-year and multi-funder project and noted that the learnings would be documented and shared with relevant parties throughout the State.

*The Board:*

2.2.1 **noted** the external funding opportunities that are being pursued for Phase 5 of the Paddock Tree Replacement Project, including the grant applications submitted in January 2019 through the Australian Government's Smart Farms initiative and the Foundation for National Parks and Wildlife's Community Conservation Grants;

2.2.2 **endorsed** the \$247,000 funding allocation previously proposed from levy for 2019/20 to support Phase 5 of the Paddock Tree Replacement Project, which has been included as a matching contribution in the two external grant applications.

**CARRIED**

**210219-149-2.3 Community Environmental Grants**

The Board noted \$90,000 is allocated to Community Environment Grants to support community based projects that contribute to NRM outcomes. The 2018/19 Community Environment Grants was very competitive round with the grant review panel assessing 64 applications totalling \$442,426 (492% of the available funding). To address the over subscription of eligible projects the Board deliberated over three proposed funding options. The Board endorsed that all eligible Community Environment Grants are funded as recommended by the assessment panel (option 2).

The Board requested that the management of declared weeds on-park funding applications be supported through the DEW on-park Volunteer Support Grants if possible. Nevertheless, the Board was supportive of 18/19 NRM Levy underspend being redirected to fund a second round of eligible projects.

The Board would like to review the guidelines for future Community Environment Grants and discuss the eligibility of projects managing declared weeds on-parks, as this is the responsibility of the land owner under the NRM Act.

*The Board:*

2.3.1 **endorsed** that all eligible Community Environment Grants are funded as recommended by the assessment panel (option 2);

2.3.2 **noted** that \$78,979 (52%) of eligible projects sought investment in on-parks works, primarily for the control of declared weeds;

**CARRIED**

**210219-149-2.3A Productive Economy Policy Discussion Paper**

*The Board:*

2.3A.1 **approved** the attached draft Board response to the Productive Economy Policy Discussion Paper with a minor addition concerning building clear connections between land use planning and natural resource management systems through the Landscape SA reform process.

**CARRIED**

**210219-149-2.4 Ngarrindjeri NRM Liaison Officer**

*The Board:*

2.4.1 **Noted** the imminent signing of a joint grant agreement between the AMLR NRM Board and SAMDB NRM Board to fund the Ngarrindjeri Regional Authority to employ a Ngarrindjeri NRM Liaison Officer until 30 June 2019;

**CARRIED**

**210219-149-2.5 “Our Home” Children’s Environmental Education Book**

*The Board:*

2.5.1 **endorsed** a mail out of the ‘Our Home’ book to pre-schools and Kindergarten across the AMLR region with an accompanying letter signed by the Board’s Presiding Member;

**CARRIED**

**210219-149-2.6 Port Environment Centre (Community NRC)**

*The Board:*

2.6.1 **Noted** the progress of the Port Environment Centre;

**CARRIED**

**210219-149-2.7 Status of Water Allocation Planning in Adelaide and Mount Lofty Ranges region**

The Board noted that the Adelaide Plains Water Allocation Plan was currently with the Crown Solicitors Office and it was anticipated that a final draft would be presented to the Board in May.

The Board also noted that the Barossa Water Allocation Plan would go out for further consultation in April/May and is anticipated that it may be presented to the Board in the second quarter of the next financial year.

*The Board:*

2.7.1 **noted** the update on water allocation planning in the region.

**CARRIED**

**210219-149-2.8 Coastal Conservation Officer Support**

*The Board:*

2.8.1 **noted** the potential for externally hosted council Coastal Conservation Officer roles to be readily transitioned into potential Landscape SA and Green Adelaide delivery models;

2.8.2 **endorsed** negotiations and development of service level agreements with Coastal Conservation Officer host councils for the 2019 – 2020 budget.

**CARRIED**

**210219-149-2.9 Business and Operating Plan Report – Q2**

*The Board:*

2.9.1 **endorsed** the January 2019 quarterly project report on the Board's Business and Operational Plan.

**CARRIED**

**210219-149-2.10 Regional Directors Report**

*The Board:*

2.10.1 **noted** the Regional Director's report;

**CARRIED**

**210219-149-2.11 Approval to Release Board Funded Report – Outcomes of Living Smart courses**

*The Board:*

2.11.1 **noted** the tabling of these report; and;

2.11.2 **endorsed** release of the reports via the AMLR NRM Board's website.

**CARRIED**

**210219-149-2.12 Approval to Release Board Funded Report – Living Smart Highlights 2018**

*The Board:*

- 2.12.1 **noted** the tabling of the Living Smart SA: 2018 Highlights and;  
2.12.2 **endorsed** release of the Living Smart SA: 2018 Highlights via the Board's website.

**CARRIED**

**210219-149-3.0 FINANCE**

**210219-149-3.1 Finance Report**

The Finance Manager gave an update on the financial position and the budget variations.

*The Board:*

- 3.1.1 **Approved** the material budget adjustments submitted at year-end and approved by DTF as a part of the budget carryover process and the allocation to key drivers and the administration and governance salary budget; the fish ladder project (LM35); and the water allocation planning project (LM31)
- 3.1.2 **Approved** the impacting mid-year budget adjustments that are to be submitted to the DTF in February / March 2019;
- 3.1.3 **Accepted** the financial reports and statistics for the period ending 31 January 2019

**CARRIED**

**210219-149-4.0 PAPERS TO NOTE**

**210219-149-4.1 Register of Interests**

**210219-149-4.2 Common Seal Usage**

**210219-149-4.3 Letter to Minister Spiers dated 20<sup>th</sup> December 2019 Re: December Board Meeting**

**210219-149-4.4 Letter from Minister Spiers dated 21<sup>st</sup> January 2019 re: October Board meeting**

**210219-149-4.5 Letter from Minister Spiers dated 19<sup>th</sup> December 2019 re Cessation of Government Reps – J Grant**

**210219-149-4.6 Letter from Trudi Meakins dated 18 January 2019 re her resignation**

*The Board notes information papers 4.1, 4.2, 4.3, 4.4, 4.5 and 4.6.*

CARRIED

**210219-149-5.0 OTHER BUSINESS**

There was no additional business noted.

**210219-149-6.0 MEETING CLOSED**

There being no further business, the Chair declared the meeting closed at 12:00 noon.

The next meeting of the Adelaide and Mount Lofty Ranges Natural Resources Management Board will be held on Thursday the 28<sup>th</sup> March 2019 at Office for Natural Resources AMLR, 205 Greenhill Road, Eastwood.

Felicity-ann Lewis  
Presiding Member



Date: 28 10/2019





Government  
of South Australia

Hon John Gardner MP  
Member for Morialta

Reference No: 19ME0447

Mr Michael Coxon  
Mayor  
City of West Torrens  
HILTON SA 5033

Email: [mayorcoxon@wtcc.sa.gov.au](mailto:mayorcoxon@wtcc.sa.gov.au)

Dear Mr Coxon

Thank you for your letter about the recently announced changes to the Adelaide Botanic High School/Adelaide High School (CBD) shared zone.

From 2020, a number of suburbs in the CBD shared zone will revert to their pre-2019 zones. These changes are in response to demographic analysis showing that a significant growth in the number of high school aged children within the CBD shared school zone, combined with the transition of year 7 into high school, means that these schools will be unable to accommodate local student demand by 2022.

Without changes to the CBD shared zone now, the schools will be unable to accommodate all students in coming years. Reducing the size of the CBD shared zone means the CBD schools can accommodate local students into the future, whilst maintaining their special interest programs. To highlight the enrolment pressures these schools face without changes to the CBD shared zone, please see the projected enrolment data which is available at <https://www.education.sa.gov.au/sites/default/files/cbd-school-zone-projections-2019-2025.pdf>.

Students in the affected suburbs (and without siblings at the school) will be able to enrol at a proximate high school including [Underdale High School](#), [Plympton International College](#) or [Springbank Secondary College](#) depending on their zone. These schools have the facilities and capacity to support local enrolments. Students also have the option to seek enrolment at other public schools, other than their zoned school, that may potentially have a special focus of particular interest to them, so long as the school has capacity for out-of-zone enrolments or a special entry program.

I appreciate that this announcement has raised concerns for some families living in the areas that have been rezoned, particularly for those families of children due to enter high school in 2020. To assist these families locate a suitable enrolment for their child next year, I have directed the Department for Education to establish a case management team to support those families.

Minister for Education

Level 9, 31 Flinders Street, Adelaide SA 5000 | GPO Box 1563, Adelaide SA 5001 | DX 128 Adelaide  
Tel 08 8226 1205 | Fax 08 8226 1556 | Email [minister.gardner@sa.gov.au](mailto:minister.gardner@sa.gov.au) | ABN 60 168 401 578



Families eligible for case management have already received a written offer of support. Case management has included (or will involve):

- information sessions hosted at Black Forest Primary School, Cowandilla Primary School, Richmond Primary School, Torrensville Primary School and Plympton Primary School
- information regarding curriculum specialisation and special interest programs at other schools within proximity or interest
- guidance and access to specific information relevant to the child's identified interests or pursuits
- support in completing the registration of interest process for high school.

We are fortunate in South Australia to have many excellent secondary schools, but it is critically important that there be sufficient space in any given school for the students entitled to attend that school by virtue of being in that school zone. It is regrettable that the sheer number of students in the former government's expanded zone are unable to all be accommodated in the two CBD high schools. The government is injecting \$18 million to increase capacity to fit year 7 in Adelaide High School by 2022, but due to the confines of the parklands and logistical challenges with the site, I am advised that further physical expansion of the school beyond that is not feasible – hence the decisions that have been made.

I hope the enclosed information supports your constituents to identify a school that is the best fit for their child. For further information in relation to the year 7-8 transition process for 2020, your constituents may email [education.startingsecondaryschool@sa.gov.au](mailto:education.startingsecondaryschool@sa.gov.au).

Yours sincerely



Hon John Gardner MP  
**Minister for Education**

21 April 2019



From the Office of the Mayor



21 February 2019

The Hon John Gardner  
Minister for Education  
GPO Box 1563  
ADELAIDE SA 5001

Dear Minister Gardner

**Rezoning of Adelaide High School and Adelaide Botanic School catchment zone**

Council has received extensive feedback from local residents expressing concern following the recent decision of the State Government to revise the catchment zone for Adelaide High School and Adelaide Botanic School.

Numerous West Torrens residents who were previously in the catchment zone are now excluded from accessing the public education for both Adelaide Botanic School and Adelaide High School and this has caused a great deal of concern and anger to those affected by this change. Council discussed this matter at its meeting held 19 February 2019 and on behalf of affected residents passed the following resolution:

*"That Council writes to the State Government expressing its concern on behalf of our residents and requests the Minister for Education to urgently review and reverse the recent decision to revise the catchment zone for Adelaide High School and Adelaide Botanic School which, if not reversed, will exclude many of our residents and affect their housing and education plans to access quality public education as they are no longer zoned to the city schools."*

I look forward to your considered response to my Council's resolution and urge you to reverse this unfair decision.

Should you wish to discuss please do not hesitate to contact me on 8416 6208.

Yours sincerely

**Michael Coxon**  
Mayor



Office of the Chief Executive  
GPO Box 367, Canberra ACT 2601  
25 Constitution Avenue, Canberra ACT 2600

t +61 2 6268 4182  
f +61 2 6268 5685

[www.airservicesaustralia.com](http://www.airservicesaustralia.com)

ABN 59 698 720 886

Mr T Buss PSM  
Chief Executive Officer  
City of West Torrens  
165 Sir Donald Bradman Drive  
Hilton SA 5033

By email: [csu@wtcc.sa.gov.au](mailto:csu@wtcc.sa.gov.au)

Dear Mr Buss

### **Aviation Rescue Fire Fighting Services (ARFFS) at Adelaide Airport**

Thank you for your correspondence of 20 March 2018 in regards to ARFFS provided at Adelaide Airport.

Airservices plays a critical role in ensuring the safety of aviation in Australia and has a proud safety record that we have maintained over a long period of time. Australia's regulatory framework sets the minimum requirements for our service provision.

Airservices provides staff, vehicles and extinguishing agent at or above the regulated category at every one of our 26 fire stations around the country. We have consistently maintained a 99.9% category level of service across all locations even though we respond to first aid calls for assistance or mutual aid requests from other fire brigades in support of our airports and surrounding communities. This benchmark means that we are readily available 99.9% of the time with the appropriate vehicles, fire fighting agent and fire fighters to meet the regulated response times to an aircraft emergency.

In line with the growth of Adelaide Airport in recent years, the level of ARFFS coverage has increased from a Category 8 to Category 9 level of service during the non-curfew period in 2013/14. In considering the curfew period, Civil Aviation Safety Regulation (CASR) 139H does not require ARFFS coverage other than for delayed passenger aircraft operations. However, Airservices has chosen to provide an ARFFS during the curfew period in Adelaide which is approved by the Civil Aviation Safety Authority (CASA) at a Category 5 level of service. It is also important to note that the category level provided is determined by the size and frequency of aircraft operations at that aerodrome operating during that period.

Internationally, Airservices has supported the development of the International Civil Aviation Organisation (ICAO) Task Resource Allocation (TRA) methodology, which is now formalised as recommended practice by ICAO. Both Airservices and CASA support the introduction of the methodology into the Australian regulatory framework.

Airservices is commencing a review of staffing levels informed by TRA methodology across all 26 locations where it provides ARFFS, including at Adelaide. This is to ensure we have the right resources to respond to a changing operating environment while continuing to

provide the regulated service. There are many changes occurring in the aviation landscape, including a significant increase in numbers of aircraft movements, technology advances in equipment and infrastructure, and advances in modern aircraft, including the proliferation of drones.

The review of Adelaide is expected to commence in May 2019 and will consider location-specific factors including the type and frequency of aircraft operations, curfew hours, the emergency response profile, frequency of aircraft diversions and the timeliness of back-up support available from the metropolitan fire service.

No changes to current staffing numbers will be made until they are assessed against the TRA framework and have been consulted with the United Firefighters Union (UFU). The review will ensure the appropriate level of emergency response is available commensurate with the risk and meets the regulatory requirements set by CASA.

Any claim that Airservices has a current proposal to cut staff in Adelaide is incorrect.

In terms of Airservices funding, Airservices operates as a corporate Commonwealth entity and is financially separate from the Commonwealth. Revenues are received on a fee-for-service basis and Airservices does not receive any appropriations from the government. Aircraft landing at the 26 locations where an ARFFS is provided are charged for the service based on the certified Maximum Take Off Weight (MTOW) of the aircraft. However, Airservices does not charge if the aircraft is less than 5.7 tonnes MTOW (e.g. Pilatus PC12), or for non-commercial operations less than 15.1 tonnes MTOW (e.g. SAAB 340). These charges are regulated by the Australian Competition and Consumer Commission.

Airservices' Aviation Rescue Fire Fighters provide a critical service which contributes to Australia's reputation as one of the safest countries in the world when it comes to aviation. We continually look to improve and invest in our ARFFS capability to enhance the safety for our customers and the travelling public.

I trust this information is of assistance.

Yours sincerely



Jason Harfield  
Chief Executive Officer

12 April 2019

Cc:

Committee Secretary, Senate Standing Committee on Rural and Regional Affairs and Transport – Inquiry into the provision of rescue, firefighting and emergency response at Australian airports;

Adelaide Airport Limited;

United Firefighters Union of Australia.



20 March 2019

Jason Harfield  
Chief Executive Officer  
Airservices Australia  
GPO Box 367  
**CANBERRA ACT 2601**

Dear Mr Harfield

**Planned reduction in Aviation Rescue and Fire Fighting Services at Adelaide Airport during curfew hours**

Adelaide Airport is the principal airport of Adelaide, South Australia, servicing just over 8.4 million passengers per year. It is located fully within the City of West Torrens and adjacent to the suburbs of West Beach, Lockleys, Brooklyn Park, West Richmond, Netley, North Plympton, and Novar Gardens. West Torrens is home to around 60,000 residents and with Adelaide Airport being only 6 km from the Adelaide CBD, many thousands of airline commuters pass through our City on a daily basis to gain access to and egress from Adelaide Airport.

Adelaide Airport is also the largest single site employment precinct in the State with over 8,700 people working at the airport. Development on the airport site is constantly occurring both airside and non-airside and the terminal itself is currently undergoing a \$165 million expansion to cope with expected future demand.

All of this points to increased activity on the site and although there may be an aircraft curfew period in place for Adelaide Airport, it is a 24/7 operation with people on site both day and night.

I wrote to Minister McCormack back in January this year to express my Council's concerns of reports that Airservices Australia is considering proposed changes to Aviation Rescue and Firefighting (ARFF) staffing numbers at Adelaide Airport during curfew hours. I copied in Airservices Australia to my letter forwarded to Minister McCormack.

Council's main concern is that any reduction in personnel hours to downgrade the emergency response cover could jeopardise the ability of rescue and firefighting personnel to deal with emergencies and security threats at Adelaide Airport. This in turn not only has potential to present a risk to those present and in attendance at the airport itself, it also has potential to present a risk to those members of our community that reside in proximity to the airport.

It is Council's understanding that currently, during the overnight curfew period (between 11pm and 6am); Adelaide Airport has an Aviation Rescue and Firefighting (ARFF) crew operating 24-7 in accordance with CASA regulations. The airport is safeguarded by a dedicated crew of 5 staff able to deploy one aviation emergency response vehicle within 3 minutes to any point on the airport.

*Printed on Envi Recycled, 50/50 which is certified Carbon Neutral and Australian Made.*

---

It is also Council's understanding that Airservices is fully funded to continue to maintain existing staffing levels of its ARFF crew but is considering changes all in the name of saving money. Being prudent with public funds is in all our interests however, that endeavour should not take precedent over public safety.

ARFF staffing levels at Adelaide Airport have been in place for some time so it would appear illogical for Airservices to reduce the current staffing levels as a cost saving measure when at the same time Adelaide Airport is continuing to grow at an exceptional rate in terms of any number of measures including aircraft movements, passenger numbers, freight payloads, and non-airside business development.

To the contrary, and with all the growth occurring at Adelaide Airport, it would appear quite logical to argue for an increase in staffing levels to a higher Category of service, rather than have Airservices reduce staffing levels.

Council is aware that those professional personnel that provide and support the delivery of ARFF services at Adelaide Airport share similar concerns to Council about the proposed reduction in ARFF staffing numbers.

I therefore request that Airservices Australia take on board the concerns expressed by Council and form the view that any reduction in ARFF staffing numbers at Adelaide Airport is not warranted or justified and that you oppose any such reduction in line with your mantra to provide safe and secure airside services, including rescue and firefighting services, to the aviation industry, travelling public and the Australian people.

I look forward to your early response so that I can keep my Council and its community aware of Airservices' position on this very important issue.

Yours sincerely



**Terry Buss PSM**  
**Chief Executive Officer**

Cc:  
Adelaide Airport Limited;  
United Firefighters Union of Australia;  
Committee Secretary, Senate Standing Committee on Rural and Regional Affairs and Transport - Inquiry into the provision of rescue, firefighting and emergency response at Australian airports.

**BY EMAIL**[tbuss@wtcc.sa.gov.au](mailto:tbuss@wtcc.sa.gov.au)

Mr Terry Buss  
CEO  
City of West Torrens

24 April 2019



25 Constitution Avenue  
(GPO Box 367)  
CANBERRA ACT 2600

t 07 3866 3809

e [communityengagement@airservicesaustralia.com](mailto:communityengagement@airservicesaustralia.com)

Dear Mr Buss

[www.airservicesaustralia.com](http://www.airservicesaustralia.com)

ABN 59 698 720 886

**RE: Changes to approach procedures for Adelaide Airport's Secondary Runway**

I am writing to inform you that Airservices Australia (Airservices) will implement changes to approach procedures for some aircraft arriving to Adelaide Airport's Secondary Runway from July 2019, as part of a national safety improvement program.

Since 2007, the International Civil Aviation Organization (ICAO) has encouraged its members to implement approach procedures with vertical (straight up and down) guidance to improve safety for aircraft arriving to and landing at airports.

One way to do this is to make it possible for aircraft to use Baro-VNAV technology.

Baro-VNAV is a technology available on most modern aircraft. It allows aircraft to land more smoothly, without using ground based navigation equipment. It also reduces the workload for pilots and decreases their reliance on visual assessments, making landing safer. Baro-VNAV approaches will reduce the frequency of an aircraft needing to either circle or complete a missed approach as they give pilots greater accuracy.

The introduction of Baro-NAV technology requires minor changes to existing arrival procedures at Adelaide Airport's secondary runway.

These changes are unlikely to be noticeable by the community and relate only to aircraft doing 'missed approaches'.

The attached fact sheet describes the changes in more detail and can also be accessed on the Airservices website at: <http://www.airservicesaustralia.com/projects/flight-path-changes/adelaide-airport-proposed-airspace-change/>.

Airservices will provide information to community members registered with our Noise Complaints and Information Service (NCIS) and to the Adelaide Airport Consultative Committee.

I trust this information is of assistance. Should you have any questions, please contact our Community Engagement Team at [communityengagement@airservicesaustralia.com](mailto:communityengagement@airservicesaustralia.com).

Yours sincerely

A handwritten signature in blue ink, appearing to read "Rachael Edginton".

Rachael Edginton  
Group and Community Engagement Manager  
Air Navigation Services  
Airservices Australia

---

connecting australian aviation





# ADELAIDE AIRPORT

## CHANGES TO APPROACH PROCEDURES

Airservices will implement changes for some aircraft arriving to Adelaide Airport's secondary runway from July 2019.

### Background

Since 2007, the [International Civil Aviation Organization \(ICAO\)](#) has encouraged its members to implement approach procedures with vertical (straight up and down) guidance to improve safety for aircraft arriving to and landing at airports.

One way to do this is to make it possible for aircraft to use Baro-VNAV technology.

Baro-VNAV is a technology available on most modern aircraft. It allows aircraft to land more smoothly, without using ground based navigation equipment. It also reduces the workload for pilots and decreases their reliance on visual assessments, making landing safer.

Airservices has worked with the [Civil Aviation Safety Authority \(CASA\)](#) and identified more than 100 locations for the roll out of Baro-VNAV approach procedures across Australia.

Some of these locations require changes to their existing approach procedures in order for Baro-VNAV to be introduced.

### What will change at Adelaide Airport?

The introduction of Baro-VNAV requires some changes to existing procedures for the secondary runway (Runway 12/30) at Adelaide Airport.

Runways can be used in two opposite directions, and each direction is named with a two digit number based on the two different directions they face on a compass. The secondary runway at Adelaide Airport is called Runway 12/30 because it runs between 120° and 300° from North.

The change includes:

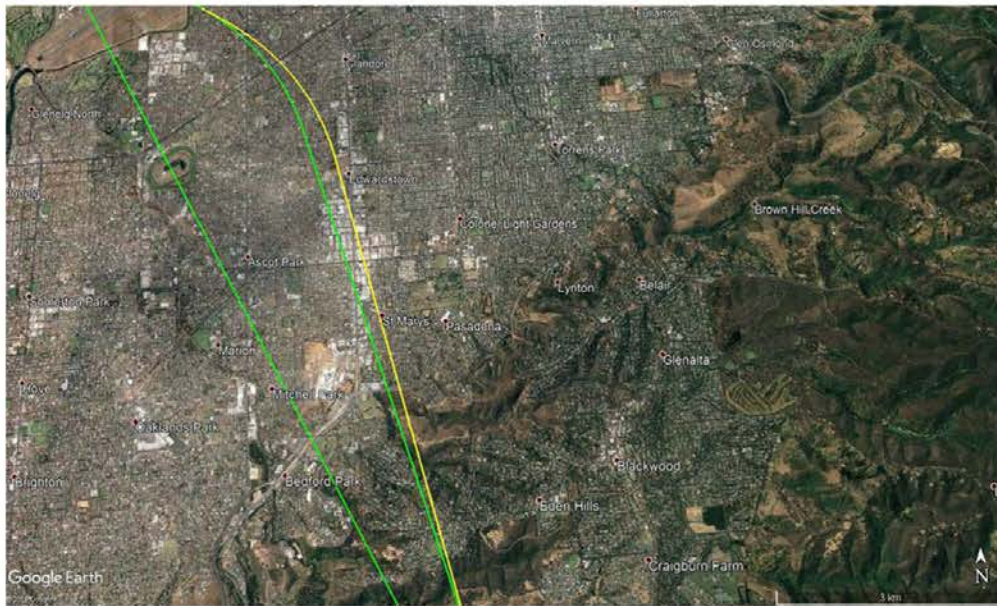
#### Lowering of the "missed approach point" for Runway 12

A "missed approach point" is the latest safe point at which an aircraft can make a missed approach. A missed approach (also called an aborted landing), is a safe manoeuvre where an aircraft stops its approach to the runway when landing. It is most commonly used in poor weather conditions, such as strong winds. It can also be used to avoid debris on the runway, an aircraft (or vehicle) that has not yet left the runway or an aircraft that has been slow to take-off.

Currently the missed approach point is at 450 feet. The introduction of Baro-VNAV means the missed approach point will be lowered to 400 feet (a reduction of 50 feet).

A new instruction will also be added for aircraft approaching Runway 12 from the northwest who need to make a missed approach to climb to 500 feet before turning the aircraft. This may cause some aircraft doing missed approaches to fly on a slightly different track, with a maximum shift of 400 metres (**Figure 1**).

There will be no change to flight paths for standard arrivals and departures, the number of aircraft movements or aircraft types at Adelaide Airport as a result of these changes.



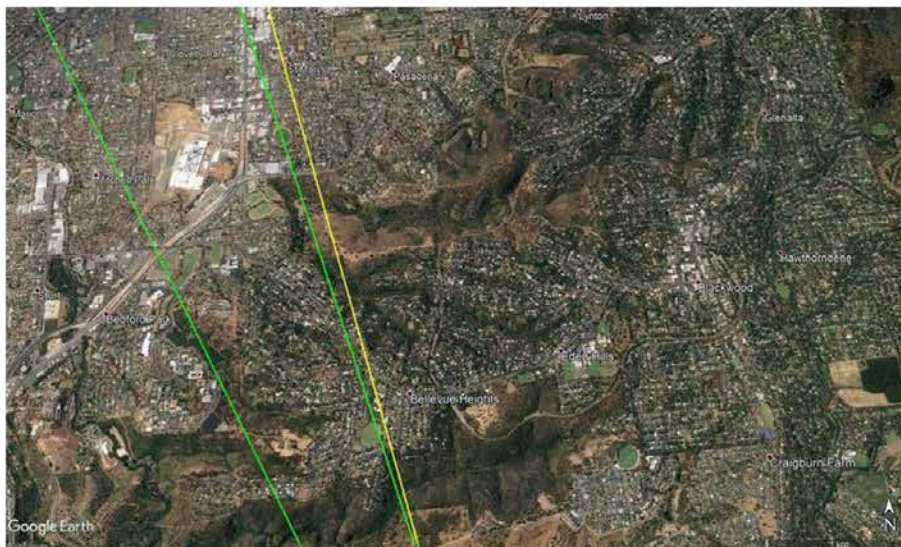
**Figure 1: Existing and proposed missed approach for Runway 12**

**Key:** █ Existing missed approach █ Proposed Missed approach

**What will this mean for the community?**

Residents in the North Plympton, Plympton, Melrose Park, Glandore, Edwardstown, St Mary’s, Eden Hills and Bellevue Heights areas may notice a slight change in position of up to 400 metres on occasions when the missed approach point is used by arriving aircraft. These aircraft will remain flying at slightly higher altitudes than during current missed approaches of over 500 feet (**Figures 2 and 3**).

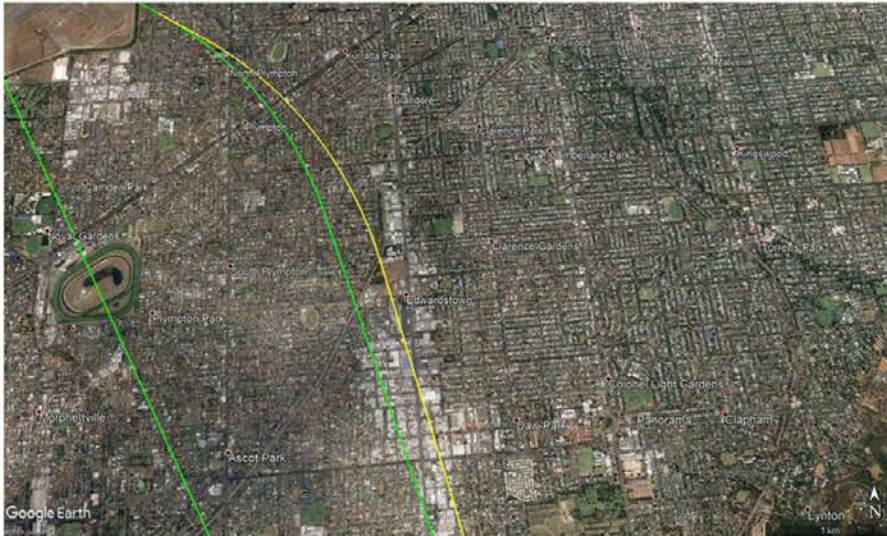
Missed approaches occur infrequently and communities may expect to see approximately 2 to 5 missed approaches for every 1,000 arrivals.



**Figure 2: Existing and proposed missed approach for Runway 12**

**Key:** █ Existing missed approach █ Proposed Missed approach

*Disclaimer: While the information contained in this document has been presented with all due care, Airservices does not represent that the Information is free from errors or omission.*



**Figure 3: Existing and proposed missed approach for Runway 12**


**Key:** █ Existing missed approach █ Proposed Missed approach

**When do we want to make these changes?**

Airservices plans to implement these changes from August 2019.

**How can I get more information?**

For general information on flight path changes, contact the Noise Complaints and Information Service (NCIS) on:

- 1800 802 584 (free call)
- 131 450 (interpreter service) 

General feedback can be provided:

- Via online form at: <https://feedback.emsbk.com/asa>
- Mail to Feedback c/o Noise Complaints and Information Service, PO BOX 211 Mascot NSW 1460

*Disclaimer: While the information contained in this document has been presented with all due care, Airservices does not represent that the Information is free from errors or omission.*



THE HON STEVEN MARSHALL MP

PREMIER OF SOUTH AUSTRALIA

B336606

Mayor Michael Coxon  
City of West Torrens  
165 Sir Donald Bradman Drive  
HILTON SA 5033

Dear Mayor Coxon,

The Department of the Premier and Cabinet is currently conducting a legislative review of the *South Australian Multicultural and Ethnic Affairs Commission Act 1980*, which is our state's key piece of legislation specific to multicultural affairs.

Since the Act came into effect, South Australia's population and multicultural landscape has changed significantly.

The Government is committed to multicultural legislative reform so that we can strengthen and expand the scope of the existing legislation to enshrine multicultural policy directions, address contemporary priorities and issues, and better support culturally and linguistically diverse communities.

Community input is critical to ensuring that the new legislation reflects their views and needs. A discussion paper, *Multicultural Legislative Review 2019*, has been developed to support the consultations with stakeholders and the community.

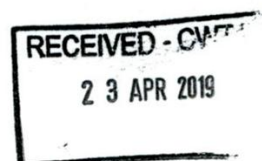
The engagement process involves an independent facilitator and includes a variety of methods for community participation. As we want to ensure a wide range of views are sought and heard, a series of community forums will be held in Adelaide and regional South Australia.

We are pleased to attach a schedule of dates and locations for your reference. In addition, a key stakeholder workshop will also be held by invitation for leading multicultural service providers.

To find out more about how your community can contribute, please visit YourSAy at [www.YourSAy.sa.gov.au/multiculturalreview](http://www.YourSAy.sa.gov.au/multiculturalreview).

The engagement process is open from Monday 15 April and closes Monday 3 June 2019.

GPO Box 2343, Adelaide, South Australia, 5001  
P | (08) 8463 3166 E | DPCOfficeofthePremier@sa.gov.au  
[www.premier.sa.gov.au](http://www.premier.sa.gov.au)



We encourage you to support and promote this engagement opportunity within your community to help us build a stronger and more vibrant multicultural South Australia.

For any enquiries please contact Multicultural Affairs (Department of the Premier and Cabinet) on 8429 5961 or email [multiculturalreview@sa.gov.au](mailto:multiculturalreview@sa.gov.au).

Yours sincerely,



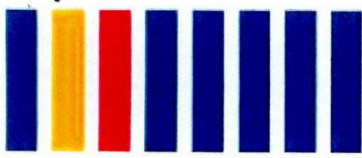
Hon Steven Marshall MP  
**PREMIER OF SOUTH AUSTRALIA**

15 / 04 / 2019



Hon Jing Lee MLC  
**ASSISTANT MINISTER TO THE PREMIER**

15 / 04 / 2019



# Multicultural Legislative Review 2019

## Schedule of community forums

As part of the Multicultural Legislative Review 2019, a series of community forums will be held in Adelaide and regional areas. These forums are a chance for all members of the community to attend a face to face engagement session to hear about the review, ask questions and provide input through facilitated conversations based on the discussion paper, *Multicultural Legislative Review*.

To register for a community forum, visit [www.yoursay.sa.gov.au/multiculturalreview](http://www.yoursay.sa.gov.au/multiculturalreview)

### Schedule

Community Forum	Date	Time	Venue
<b>Port Pirie</b>	Tuesday 30 April 2019	6:30pm-8:30pm	Port Pirie Sporting Precinct, Mary Elie Street, Port Pirie
<b>Adelaide</b>	Thursday 2 May 2019	6:30pm-8:30pm	Thebarton Community Centre, South Road and Ashwin Parade, Torrensville
<b>Berri</b>	Tuesday 7 May 2019	6:30pm-8:30pm	Berri Resort Hotel, Riverview Drive, Berri
<b>Mount Gambier</b>	Monday 20 May 2019	6:30pm-8:30pm	Main Corner Complex, 1 Bay Road, Mount Gambier
<b>Adelaide</b>	Thursday 23 May 2019	9:30am – 11:30am	Nexus, Lion Arts Centre, Morphett Street, Adelaide
<b>Murray Bridge</b>	Thursday 30 May 2019	6:30pm-8:30pm	Murray Bridge Town Hall, 13-17 Bridge Street, Murray Bridge

For any enquiries contact Multicultural Affairs on 8429 5961 or email [multiculturalreview@sa.gov.au](mailto:multiculturalreview@sa.gov.au)

B299118



The Hon Steven Marshall MP  
Premier of South Australia

Mayor Michael Coxon  
City of West Torrens  
165 Sir Donald Bradman Drive  
HILTON SA 5033

[mayorcoxon@wtcc.sa.gov.au](mailto:mayorcoxon@wtcc.sa.gov.au)

Dear Mayor Coxon,

I am writing in follow up to your query raised at the Roundtable for Mayors on 20 February 2019 regarding the increase in licensing fees for resource recovery and transfer activities for the City of West Torrens.

By way of background, the Environment Protection Authority (EPA) operates a cost recovery model in regulating all licensed activities. This cost recovery approach is applicable for the waste and resource recovery sector as well as for other industries. As part of the 2018-19 Budget, cost recovery for particular activities was updated to include waste depots receiving waste for resource recovery or transfer, to better reflect the EPA's regulatory efforts for these activities.

The regulatory effort allocated to the waste and resource recovery sector includes assessing and regulating sites and their potential impacts (e.g. odour, dust, noise, fire), determination of material status and appropriate management practices, assessment of recovered materials proposed for reuse, and strong contributions to state and national policy work to help support sector stability, innovation and growth.

In raising your concerns with the Hon David Speirs MP, Minister for Environment and Water, I am informed that the matter is unique to the City of West Torrens, as it is the only council in South Australia to hold its own resource recovery station licence at the highest category of licensing activity.

I am informed that in reviewing this matter, the EPA understands that due to the arrangement between the council and the waste management company working at the Plympton site, the waste received under this licence is greater than that generated from the residents of the City of West Torrens. This includes materials from other council areas and private contractors, all of which contributes to tonnage received being more than 200,000 tonnes per annum.

I understand that, on being made aware of your council's matter, the EPA has met with your staff to discuss the situation and options regarding the Plympton facility. I am informed that in discussing these options, staff from the council stated that the City of West Torrens wishes to continue to hold its EPA licence for the Plympton site in the knowledge that it will be holding a licence that includes the receipt of waste from beyond the council's region of responsibility.

**Office of the Premier**

State Administration Centre 200 Victoria Square Adelaide South Australia 5000 GPO Box 2343 Adelaide SA 5001  
Telephone +61 8 8429 3232 Facsimile +61 8 8463 3168 [www.premier.sa.gov.au](http://www.premier.sa.gov.au)

In light of this, the EPA will continue to liaise with your staff to discuss options available to council.

I appreciate you bringing this matter to my attention and trust that the discussions with the EPA will result in an outcome that is fair and reasonable.

Yours sincerely,



Hon Steven Marshall MP  
**PREMIER OF SOUTH AUSTRALIA**

24 / 4 / 2019

**Office of the Premier**

State Administration Centre 200 Victoria Square Adelaide South Australia 5000 GPO Box 2343 Adelaide SA 5001  
Telephone +61 8 8429 3232 Facsimile +61 8 8463 3168 [www.premier.sa.gov.au](http://www.premier.sa.gov.au)



19MLG0014



Government  
of South Australia

The Hon Stephan Knoll MP  
Member for Schubert

Ms Pauline Koritsa  
General Manager Business and Community Services  
City of West Torrens  
165 Sir Donald Bradman Drive  
HILTON SA 5033

Dear Ms Koritsa

Thank you for your letter regarding the City Advancement and Prosperity General Committee.

I hereby exempt the City of West Torrens pursuant to Section 101A(4) of the *Development Act 1993* to establish a Strategic Planning and Development Committee.

I exempt this on the basis that the Strategic Planning and Development Committee requirements are to be incorporated into the City Advancement and Prosperity General Committee.

However, you may wish to consider including matters pertaining to the Planning and Design Code into its terms of reference to ensure that this is reported to all of Council.

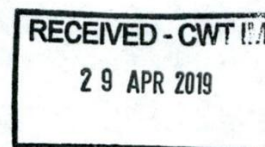
Thank you for raising this matter with me and I trust this information is of assistance.

Yours sincerely

A handwritten signature in blue ink, appearing to be 'S Knoll', written over a blue circular stamp.

**HON STEPHAN KNOLL MP**  
**MINISTER FOR TRANSPORT, INFRASTRUCTURE AND LOCAL GOVERNMENT**  
**MINISTER FOR PLANNING**

April 2019



Minister for Transport, Infrastructure and Local Government  
Minister for Planning

Roma Mitchell House Adelaide SA 5000 | GPO Box 1533 Adelaide SA 5001 DX 171  
Tel 08 7109 8430 | Email ministerknoll@sa.gov.au



**Civic Centre**  
165 Sir Donald Bradman Drive  
Hilton, SA 5033  
**Tel** 08 8416 6333  
**Fax** 08 8443 5709  
**Email:** [csu@wtcc.sa.gov.au](mailto:csu@wtcc.sa.gov.au)  
**Web:** [westtorrens.sa.gov.au](http://westtorrens.sa.gov.au)



23 January 2018

Hon. Stephan Knoll MP  
Minister for Planning  
GPO Box 1533  
ADELAIDE SA 5001

Dear Minister,

***City Advancement and Prosperity General Committee***

The Council has established its City Advancement and Prosperity General Committee (**Committee**) pursuant to section 41 of the *Local Government Act 1999* and seeks approval from the Minister to incorporate the requirements of section 101A of the *Development Act 1993 (Act)* into this Committee.

The Committee's membership comprises the Mayor and up to seven Elected Members and its terms of reference denote reporting to Council on the following matters:

1. Strategic asset management;
2. Economic development;
3. Corporate planning (strategic planning);
4. Corporate performance;
5. Corporate policy;
6. Strategic land use policy;
7. Community land management plans;
8. Community grants;
9. Partnership grants;
10. Community engagement;
11. Civic awards;
12. Australia day awards;
13. Festivals and events; and
14. any other matter which is within the powers and functions of the Council and which is referred to the Committee of Council by the Council.

*Printed on Envi Recycled, 50/50 which is certified Carbon Neutral and Australian Made.*

Given the terms of reference for the Committee (**attached**) meet the requirements set out in section 101A of the Act, Council requests an exemption under section 101A(4) of the Act to incorporate the Strategic Planning and Development Policy Committee requirements into the City Advancement and Prosperity General Committee.

Should you require any further information, please do not hesitate to contact me on (08) 8416 6261 or by email at [pkoritsa@wtcc.sa.gov.au](mailto:pkoritsa@wtcc.sa.gov.au).

Yours sincerely



**Pauline Koritsa**  
**General Manager Business and Community Services**

*Encl - Terms of Reference - City Advancement and Prosperity General Committee of the City of West Torrens*

**21 CONFIDENTIAL**

Nil

**22 MEETING CLOSE**

**INDEX**

<b>1</b>	<b>Meeting Opened</b> .....	<b>1</b>
<b>2</b>	<b>Present</b> .....	<b>1</b>
<b>3</b>	<b>Apologies</b> .....	<b>1</b>
<b>4</b>	<b>Disclosure Statements</b> .....	<b>1</b>
<b>5</b>	<b>Confirmation of Minutes</b> .....	<b>1</b>
<b>6</b>	<b>Communications by the Chairperson</b> .....	<b>1</b>
<b>7</b>	<b>Questions with Notice</b> .....	<b>1</b>
	Nil	
<b>8</b>	<b>Questions without Notice</b> .....	<b>1</b>
<b>9</b>	<b>Motions with Notice</b> .....	<b>1</b>
	Nil	
<b>10</b>	<b>Motions without Notice</b> .....	<b>1</b>
<b>11</b>	<b>City Services and Amenity Reports</b> .....	<b>2</b>
	11.1 Urban Services Activities Report .....	2
	11.2 Regulatory Services Activities Report.....	27
	11.3 Service Centre Third Quarter Report.....	33
	11.4 Community Services Activities Report.....	38
<b>12</b>	<b>Meeting Close</b> .....	<b>43</b>

**1 MEETING OPENED****2 PRESENT****3 APOLOGIES****Leave of Absence****Committee Members:**

Cr Elisabeth Papanikolaou

**4 DISCLOSURE STATEMENTS**

Committee Members are required to:

1. Consider Section 73 and 75 of the *Local Government Act 1999* and determine whether they have a conflict of interest in any matter to be considered in this Agenda; and
2. Disclose these interests in accordance with the requirements of Sections 74 and 75A of the *Local Government Act 1999*.

**5 CONFIRMATION OF MINUTES****RECOMMENDATION**

That the Minutes of the meeting of the City Services and Amenity Standing Committee held on 2 April 2019 be confirmed as a true and correct record.

**6 COMMUNICATIONS BY THE CHAIRPERSON****7 QUESTIONS WITH NOTICE**

Nil

**8 QUESTIONS WITHOUT NOTICE****9 MOTIONS WITH NOTICE**

Nil

**10 MOTIONS WITHOUT NOTICE**

## 11 CITY SERVICES AND AMENITY REPORTS

### 11.1 Urban Services Activities Report

#### Brief

This report provides Elected Members' with information on activities within the Urban Services Division.

#### RECOMMENDATION

The Committee recommends to Council that the Urban Services Activities Report be received.

#### Discussion

This report details the key activities of the City Assets, City Development, City Operations and City Property departments.

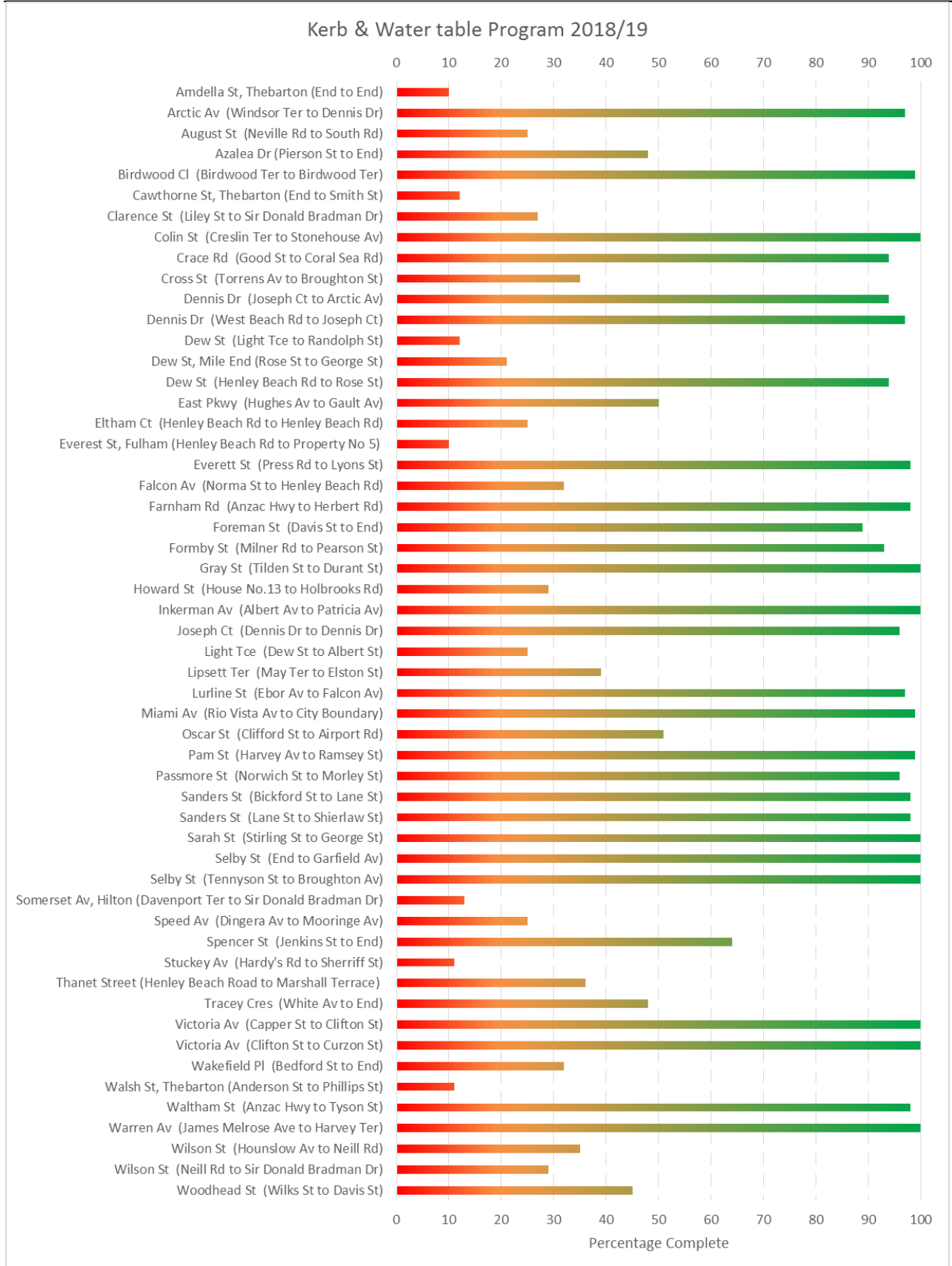
Special Project Work	
New Drainage System - Lockleys Catchment Henley Beach Road Crossings - Stage 5B Clyde Ave, Arcoona Ave, Franciscan Ave, Noble Ave, Torrens Ave, Kent Terrace and Elba Ave.	Construction works are 90% complete and are scheduled to be complete by early June 2019.
Rutland Avenue, Lockleys secondary drainage upgrade	Tendering and pricing for these works is currently underway. It is anticipated that works will commence late May/early June 2019.
Brown Hill and Keswick Creek Maintenance	Maintenance works are underway in multiple locations along Brown Hill Creek and are progressing satisfactorily.
Brown Hill Creek Bridge Replacements	The detailed concept design for the replacement of bridges at Daly Street, Kurralta Park and Beare Ave, Netley are complete.  Discussions are ongoing with the Brown Hill and Keswick Creek Project in relation to these projects and how cost sharing is likely to be considered between Council and the Brown Hill and Keswick Creek Project.
Shannon Avenue, Glenelg North, Stormwater Pump Station - Upgrade	The project to refurbish and upgrade to the Shannon Avenue stormwater pump station has been awarded with onsite works expected to commence early May 2019. The project is expected to continue through to August 2019.
Westside Bikeway, (Pedestrian Path Lighting Project)	The staged site works for the 2018/2019 program - along the Bikeway at Long Street, Birdwood Tce and Osborn Tce, Plympton commenced in April and will continue through to June/July 2019.  Design works have also commenced for the 2019/2020 program, (Osborn Tce / Creslin Tce).

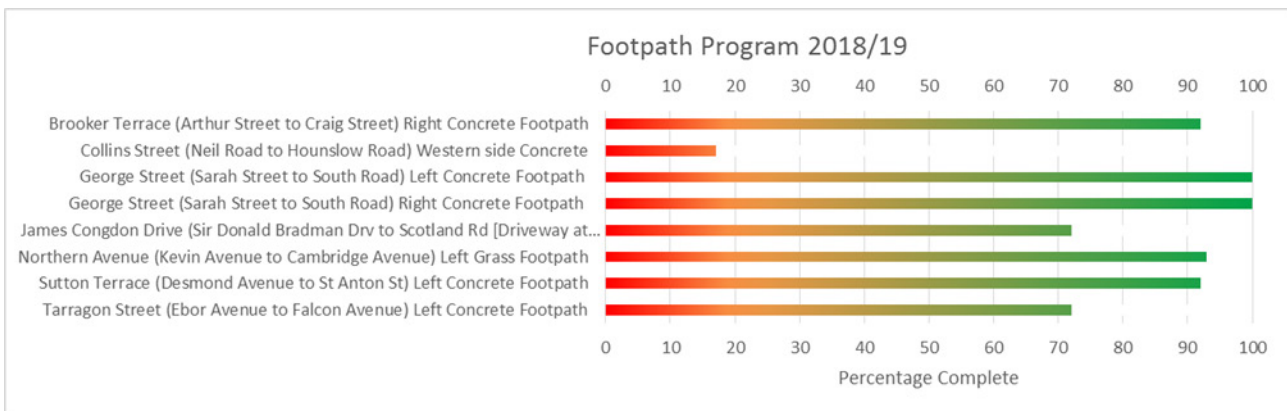
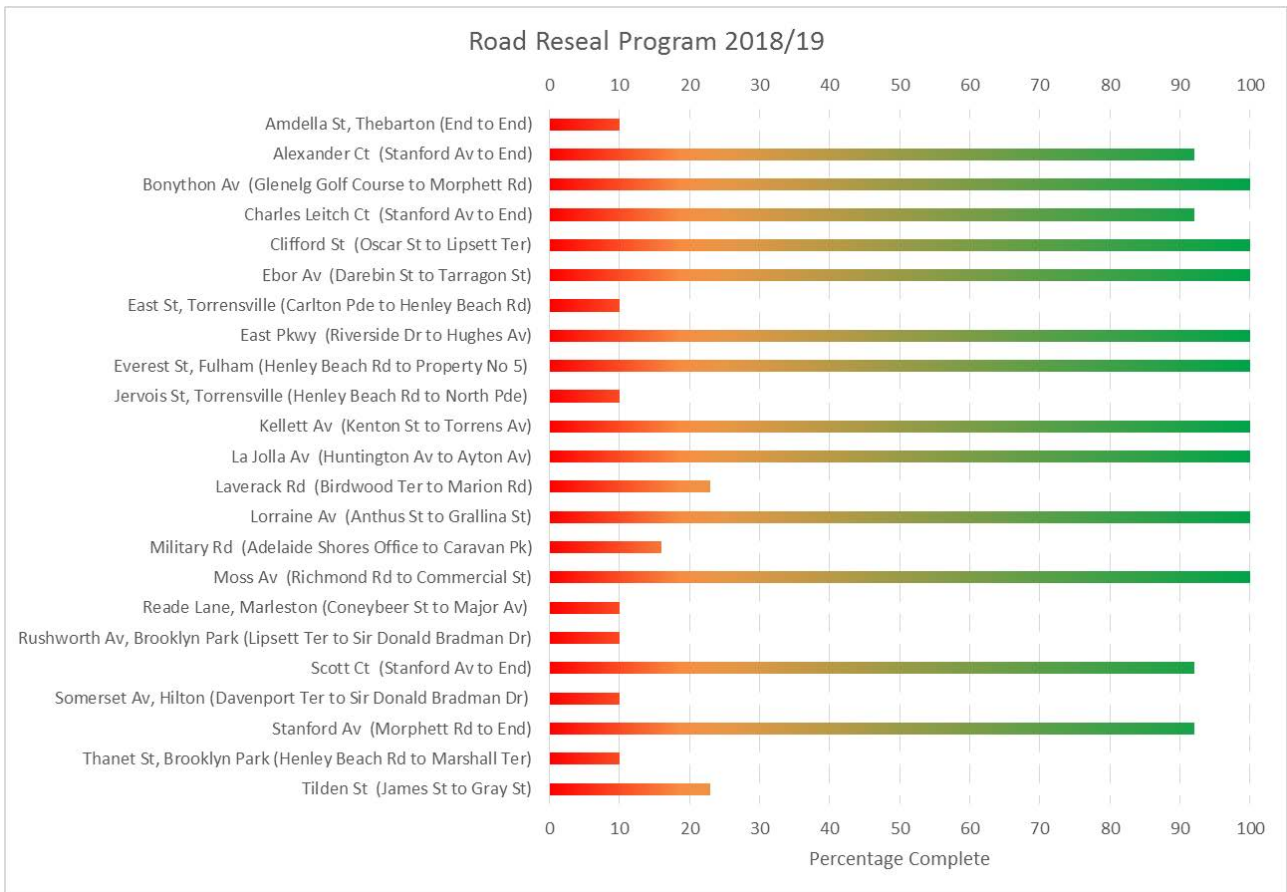
River Torrens Bank Repair Works - SA Water	<p>Works by SA Water contractors at the Murray Street, Thebarton, site have been completed and the pathway in this location has reopened following minor landscape clean-up works by Council.</p> <p>Final landscape planting at both the Azalea Drive and Murray Street site will be undertaken by SA Water contractors upon the onset of cooler and wetter weather. It is not foreseen that these works will have lengthy or excessive impacts on the pathways during execution of the works.</p> <p>Works at the Hardys Road, Torrensville site are still continuing. However, the project has encountered substantially worse ground conditions than earlier investigations had indicated and hence has necessitated a substantial redesign of footing design of the proposed works. These challenges have brought about delays to the project, but at present it is too early to determine to what extent this is likely to impact previously reported completion dates.</p> <p>The Administration are in regular contact with SA Water and are seeking to confirm amended work schedules in particular when Council is likely to be able to access the site for further upgrades to be undertaken to the pathway by Council.</p>
Mortimer Street - Road Upgrade	The Stage 1 roadworks, including upgrade of street lighting to LED has been completed, with Stage 2 verge upgrades and urban design elements scheduled to commence in May 2019.
Admella Street, Thebarton (George street to Chapel St) -Road Upgrade	Detail design and documentation is near complete.



<b>Capital Works</b>	
Road Reconstruction Works	<p>The following is an update on the road reconstruction projects occurring in our City:</p> <p>The following road reconstructions are complete:</p> <ul style="list-style-type: none"> <li>- Saratoga Drive, Novar Gardens (Sheoak Ave to Pine Ave)</li> <li>- Broughton Ave, Kurralta Park (Tennyson to Beauchamp St)</li> <li>- Stephens Ave, Torrensville (End to Ashley St)</li> <li>- McArthur Ave, Plympton (Urrbrae Tce to Glenburnie Tce)</li> <li>- West Thebarton Road, Thebarton</li> <li>- Phillips Street, Thebarton</li> <li>- Delray St, Fulham (Gault Ave to Crispian St)</li> <li>- Wilford Ave, Underdale (Sherriff St to Hardys Rd)</li> <li>- Ashwin Pde, Torrensville (City Boundary to East St)</li> </ul> <p>The following road reconstructions are currently underway:</p> <ul style="list-style-type: none"> <li>- West Beach Road, West Beach</li> <li>- Mortimer Street, Kurralta Park (Daly St to Gray St)</li> <li>- Durant St, Plympton (Gray St to James St)</li> <li>- Mackirdy St, Fulham (Henley Beach Rd to Samuel St)</li> <li>- Norman St, Underdale (Sherriff St to Holbrooks Rd)</li> <li>- Sherriff St, Underdale (Norman St to Henley Beach Rd)</li> <li>- Ashley St, Underdale (Sheriff St to Holbrooks Rd)</li> </ul>
Rejuvenation Program 2018/19	<p>The rejuvenation works to various street are near complete.</p>

**Capital Works (continued)**





**Capital Works (continued)**

<p>Playground Upgrade 2018/2019</p>	<p>The following is an update on the 2018/2019 replacement program for playgrounds at:</p> <ul style="list-style-type: none"> <li>• Montreal Avenue Reserve, Novar Gardens - Works are complete;</li> <li>• Cromer Street Reserve, Camden Park - Project is scheduled to commence in June 2019;</li> <li>• Mellor Park Reserve, Lockleys - The project will be implemented as part of the Reserve Upgrade later this year.</li> <li>• Apex Park Reserve, West Beach (additional equipment/expansion) - Project is included as part of the Apex Park Redevelopment and will be implemented in mid-2019.</li> </ul>
-------------------------------------	---

Reserve Irrigation Upgrades 2018/2019	<p>The following is an update on the 2018/2019 irrigation upgrade program for reserves at:</p> <ul style="list-style-type: none"> <li>• Westside Bikeway, Marlestone / Plympton, (staged project, selected areas within the linear park) - Staged works are currently underway along Birdwood Tce, Plympton</li> <li>• Lockleys Oval and surrounds, Lockleys - Project is included as part of the Lockleys Oval Redevelopment.</li> <li>• Cromer Street Reserve, Camden Park - Project is to be completed upon completion of the playground upgrade.</li> <li>• Stirling Street Reserve, Thebarton - This project was included as part of the Phillips Street road upgrade works and is complete.</li> </ul>
---------------------------------------	--

<b>Traffic Projects and Parking Management</b>	
Torrensvile/Thebarton LATM	<p>The detailed design is complete for Ashley Street (between Holbrooks Road and Hayward Avenue), which includes the removal of the roundabout at Ashley Street and Sherriff Street. Works have begun on this project.</p> <p>A concept plan for the traffic calming treatment at Hayward Avenue/Ashley Street, located west of West Street, by the Torrensvile Primary School (including the removal of the "bus only" control) has been developed and consultation is scheduled to be undertaken in May 2019.</p> <p>A concept plan has been developed for traffic calming in Maria Street. Consultation closed on 1 March 2019. Feedback has been reviewed and a summary report has been prepared and is pending final review.</p>
Novar Gardens/Camden Park LATM	<p>The stage 2 consultation process closed on 14 December 2018.</p> <p>Feedback has been reviewed and changes have been made to the proposed plan. Necessary material has been prepared for consultation with the working party (pending final review) which should occur in the coming weeks.</p>
Richmond/Mile End LATM	<p>Traffic data is currently being analysed.</p> <p>The stage 1 consultation process closed on 21 December 2018.</p> <p>All feedback received has been reviewed. Proposed traffic treatments to address key issues identified have been prepared. The final material is being prepared for consultation with the working party which should occur within the next month.</p>
Marlestone / Keswick / Kurralta Park / North Plympton / Ashford	<p>Full data collection has commenced including parking surveys and analysis. Key traffic count locations have been identified for further analysis.</p> <p>The Department of Planning, Transport and Infrastructure (DPTI) have provided traffic data for some of the key traffic count locations identified which adjoin Council and State roads.</p>

Traffic and Parking  
Review

## Parking Review:

- Williams Street, Plympton - Concept plan has been reviewed with other methods being sought to address the issue without needing to implement strict parking restrictions.
- Deacon Avenue, Richmond - Public consultation closed on 22 March 2019. Feedback has been reviewed and response to stakeholders has been prepared.
- Stephens Terrace, Torrensville - The option of angled parking has been investigated and discussed with Elected Members'. Investigation found there is minimal, if any, benefit to using angled parking on Stephens Terrace. More detailed of this analysis is available upon request.
- Bice Street, Marleston - Parking surveys to be completed in the coming weeks to determine the warrant for parking controls.
- Syme Street, Ashford - Review has been undertaken with a proposal for parking controls to be reviewed and made consistent, subject to Elected Member support. Consultation has been posted and closes on 26 April 2019.
- Ebor Avenue, Mile End - Public consultation indicated that a majority of residents opposed the implementation of timed parking restrictions and accordingly the Administration did not proceed with the changes and subsequently advised the residents of the outcome.
- Victoria Street, Mile End - Review has been undertaken around the *Love On Café*. Consultation found that most residents opposed new parking controls.

## Traffic Requests:

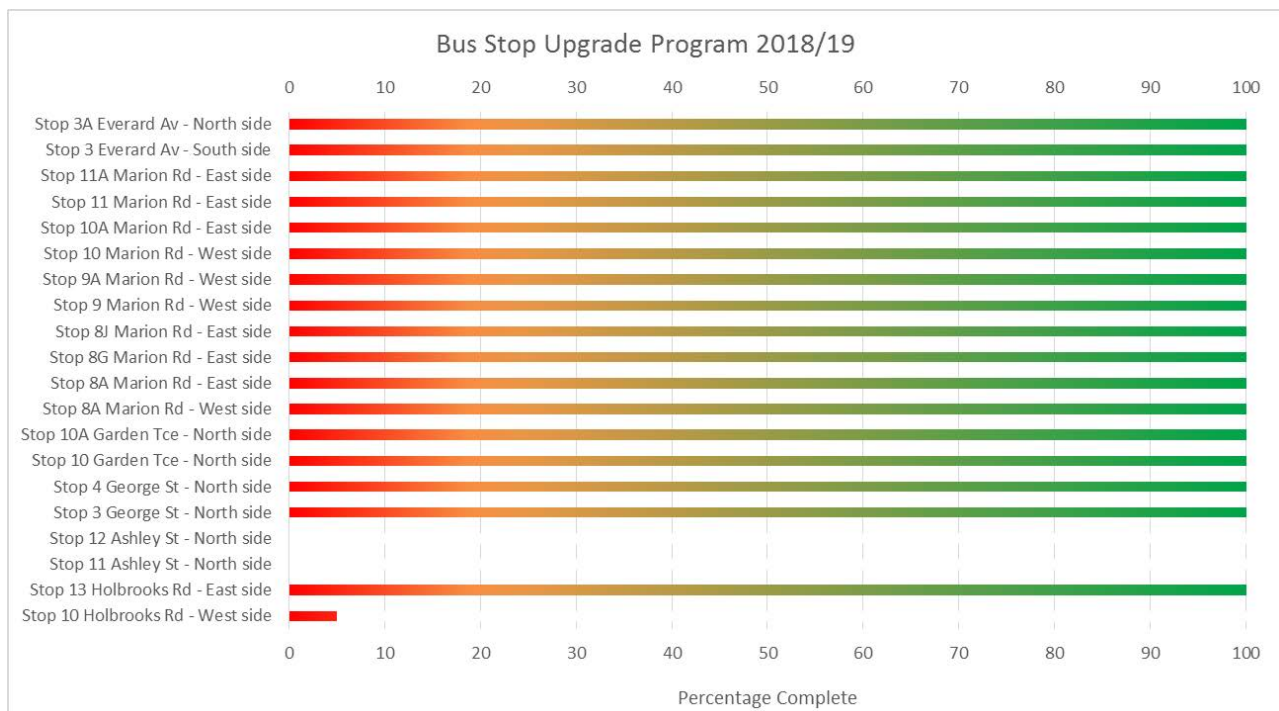
- Frank Street and Airport Road, Brooklyn Park - DPTI advised that sufficient funding is not available to deliver the works. Council is now pursuing the option of cost sharing. To be delivered by DPTI early June 2019.
- Douglas Street, Lockleys - Concept for traffic and parking controls is complete and public consultation closed on 8 February 2019. Feedback has been reviewed and discussed with Ward Elected Members' and a revised concept has been prepared for implementation. Notification to the residents/tenants was distributed during the week commencing 29 April 2019.
- Lancaster Street, Lockleys - Public consultation closed on 22 March 2019 and feedback is being reviewed. Positive feedback was received for the implementation of a safety bar median delineation at the junction with Peter Street.
- Lindsay Street, Plympton - Public consultation for the pavement bar medians is to commence in the coming weeks.

- Tilden Street, Kurralta Park - Public consultation for the pavement bar median delineation closed on 8 March 2019 and feedback indicated no support for the implementation of the pavement bar median delineation.
- Ashwin Parade, Torrensville - Request received from a resident for the review of pedestrian accessibility. A review is to be undertaken in the coming weeks.
- Torrensville Primary School, Parking, Pick-Up and Drop-Off: Issue has been investigated. Council officers' are to attend Governing Council meeting on 14 May 2019 to discuss the options available.
- Lockleys North Primary School, Pick-Up and Drop-Off: Issue has been investigated. A response has been provided to the school principal with options for their consideration.

VMS Board:

- VMS Board moved to Daly Street, Kurralta Park, with the next move scheduled for Long Street, Plympton and Ritchie Terrace, Marleston.

**Traffic Projects and Parking Management (continued)**



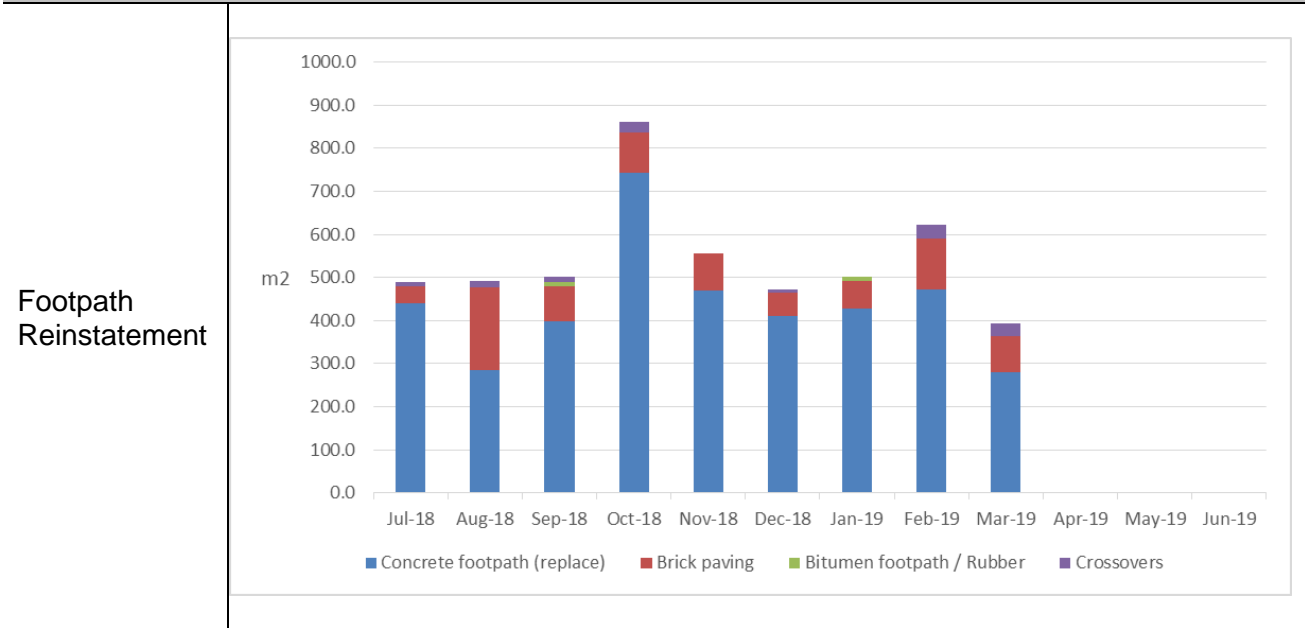
<p>Blackspot project - Albert Street/George Street</p>	<p>Council has been notified that the proposed threshold treatment for the Albert Street/George Street intersection has been successful for funding approval by DPTI under the 2018/19 Blackspot Program.</p> <p>Council has re-developed the concept threshold treatment due to stormwater issues. DPTI advised that the concept does not require a separate approval and Council is able to install under its' delegation. Consultation closed on 22 March 2019 and feedback has been reviewed. Detailed design is near completion.</p>
<p>Pine Avenue-Wongala Roundabout Safety Issues</p>	<p>Council has been notified that the proposed threshold treatment for the Albert Street/George Street intersection has been successful for funding approval by DPTI under the 2018/19 Blackspot Program.</p> <p>Council has re-developed the concept threshold treatment due to stormwater issues. DPTI advised that the concept does not require a separate approval and Council is able to install under its' delegation. Consultation closed on 22 March 2019 and feedback has been reviewed and was determined to be opposing the proposal.</p>

### Property and Facilities

<p>Weigall Oval Masterplan and Facility Development</p>	<p>The evaluation of the tenders received is complete. Contract award is expected to occur in the coming weeks.</p> <p>Further updates will be provided to the City Facilities and Waste Recovery General Committee meeting to be held on 28 May 2019.</p>
<p>Lockleys Oval Masterplan and Facility Development</p>	<p>The Lockleys Oval Facility upgrade continues to progress. Block work for the ground floor is underway including the preparation for pouring of the first floor concrete slab.</p> <p>The second phase of the upgrade (tennis courts, lighting and car parking) was considered by the Council Assessment Panel (CAP) on 9 April 2019 and Planning Consent was granted.</p> <p>Discussions have continued with all stakeholders and an update report will be provided to the City Facilities and Waste Recovery General Committee meeting to be held on 28 May 2019.</p>
<p>Apex Park Masterplan and Facility Development</p>	<p>Site works are continuing for the construction of the new building, horse arena and associate facilities within the reserve with approximately 50% of works completed. It is anticipated that the upgrade of the reserve will be completed in July/August 2019.</p> <p>Discussions have continued with stakeholders regarding lease/licence arrangements and will continue over the coming months.</p> <p>Further information will be provided to the City Facilities and Waste Recovery General Committee meeting to be held on 28 May 2019.</p>

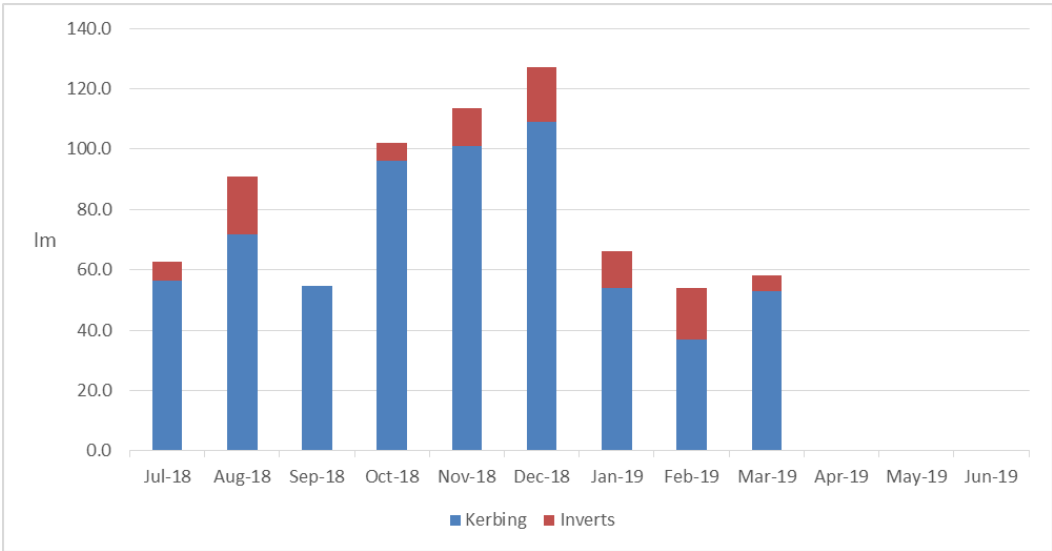
<p>Camden Oval Masterplan and Facility Development</p>	<p>The WT Birkalla changerooms element of the Camden Oval Masterplan has been completed. It is anticipated that the building and construction of the PHOS Football Club and changerooms will be completed by mid-2019.</p> <p>Discussions continue with the PHOS Camden Sports and Social Club regarding proposed lease terms and conditions.</p> <p>Further information will be provided to the City Facilities and Waste Recovery General Committee meeting to be held on 28 May 2019.</p>
<p>Cummins House</p>	<p>A confidential report was provided to Council at its meeting held 16 April 2019 regarding Council's involvement in the future of the Cummins House property.</p> <p>The Administration has notified the Department for Environment and Water (DEW) of Council's resolution on this matter.</p>
<p>Torrensville Bowling Club</p>	<p>Site works for the new synthetic bowling green and covered structure are continuing with expected completion by mid-2019.</p>
<p>Hilton RSL - Relocation</p>	<p>The concept plan approved by the City Facilities and Waste Recovery General Committee on 26 March 2019 is currently being progressed to the next stage. The approved building concept layout involves redesigning and extending the community building located at 173/187 Sir Donald Bradman Drive for the suitable relocation of the Hilton RSL Sub-branch.</p>

**City Operations**

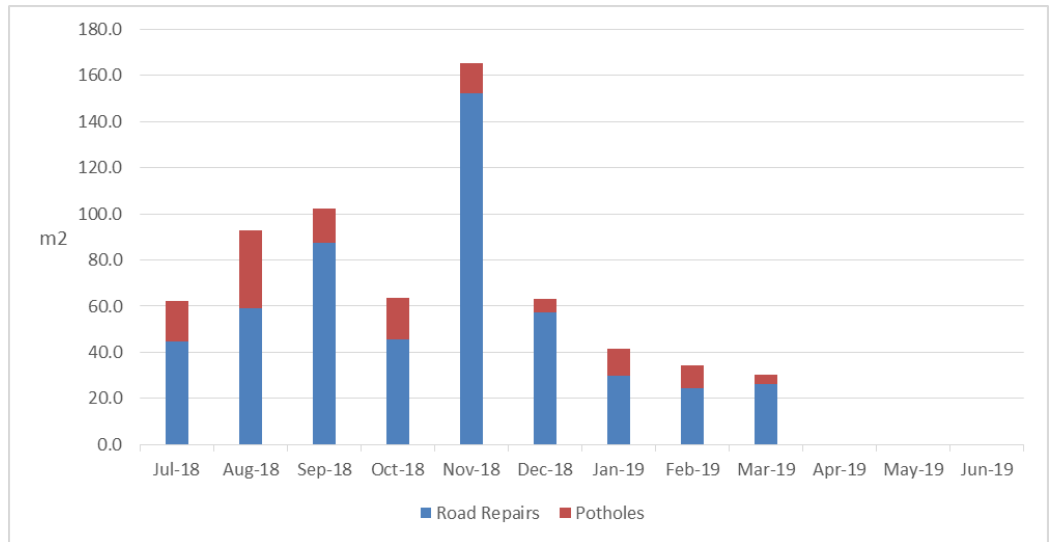




Kerb & Watertable / Invert Reinstatement

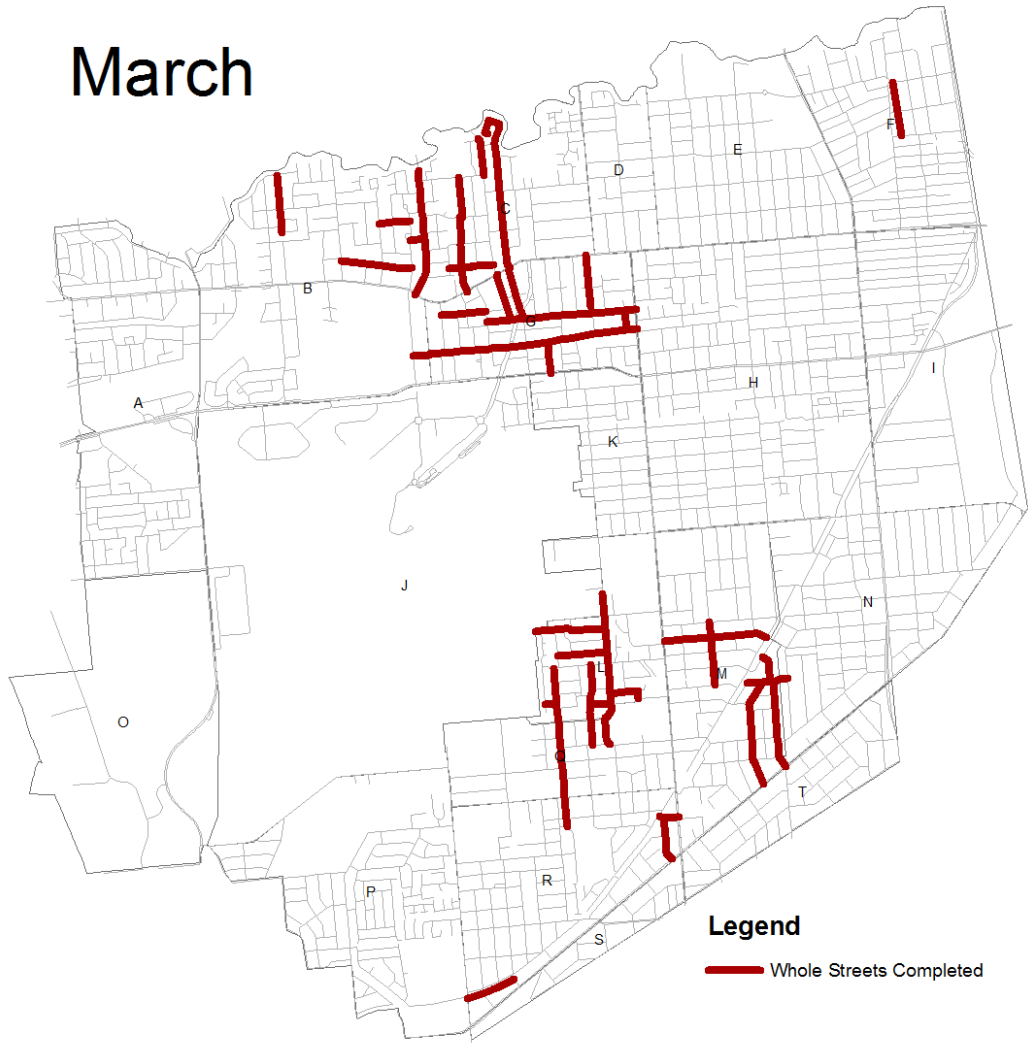


Road Repair and Potholes

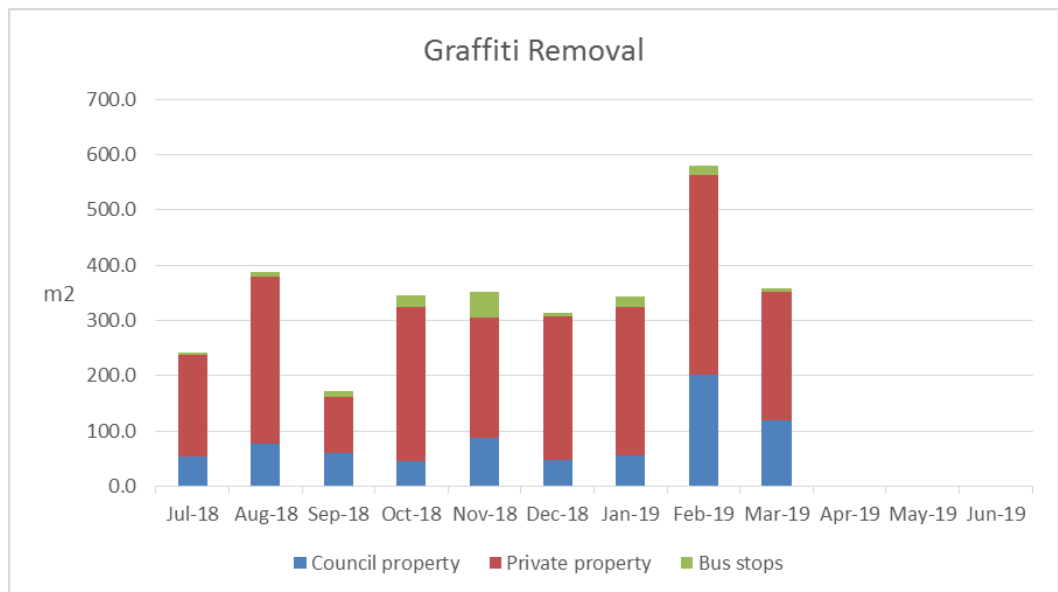


# March

Footpath Grinding Program



Graffiti Removal

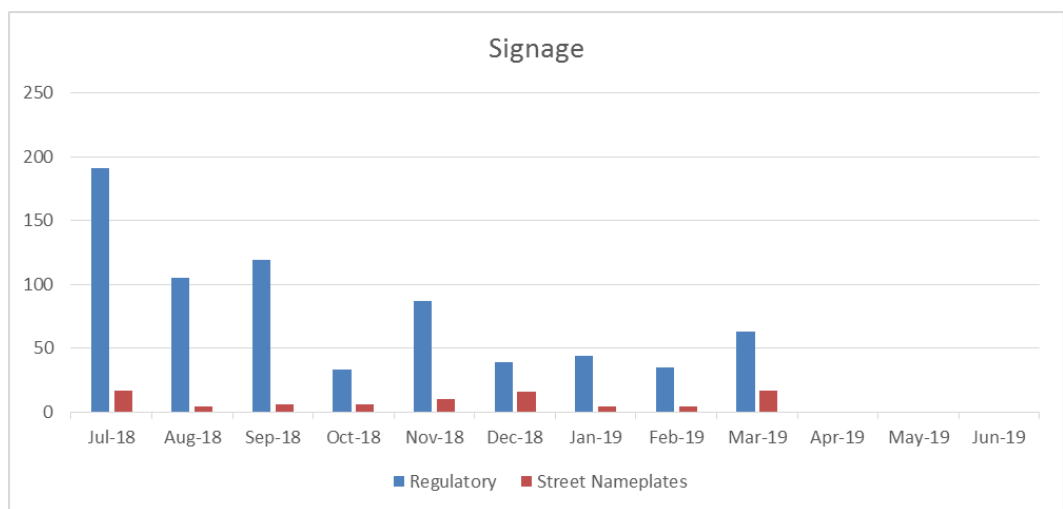


# March

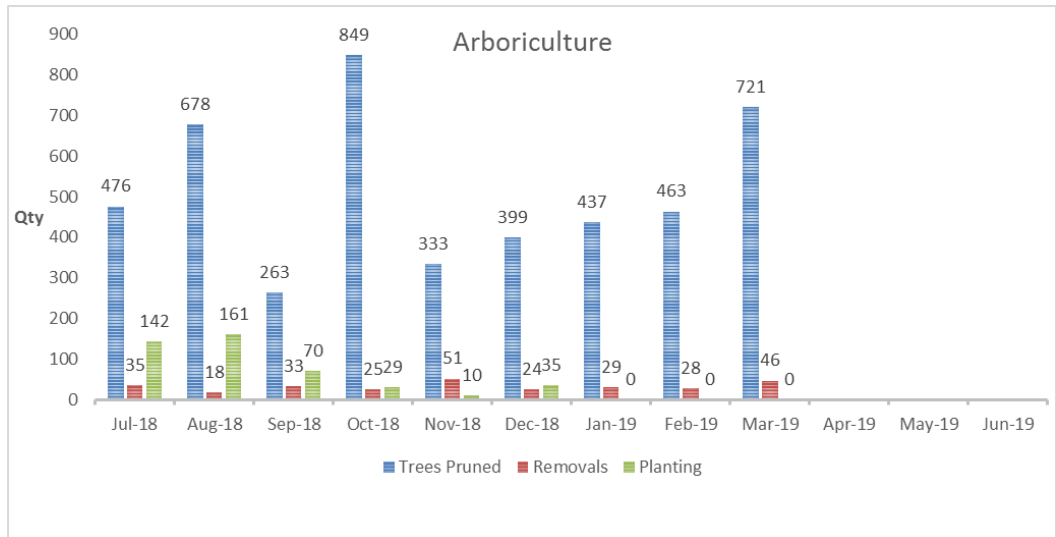
Line Marking



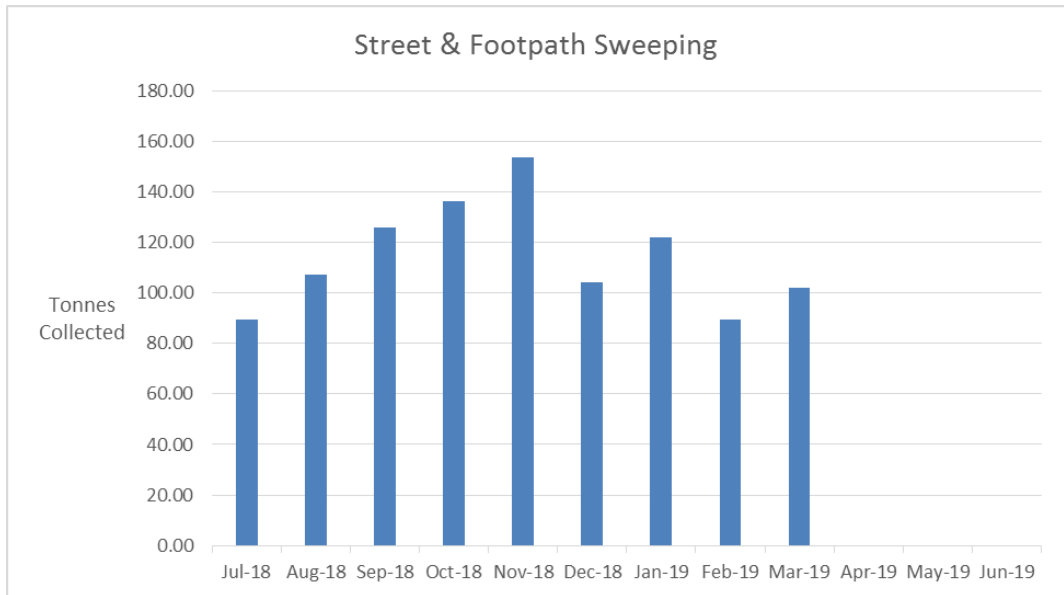
Signage



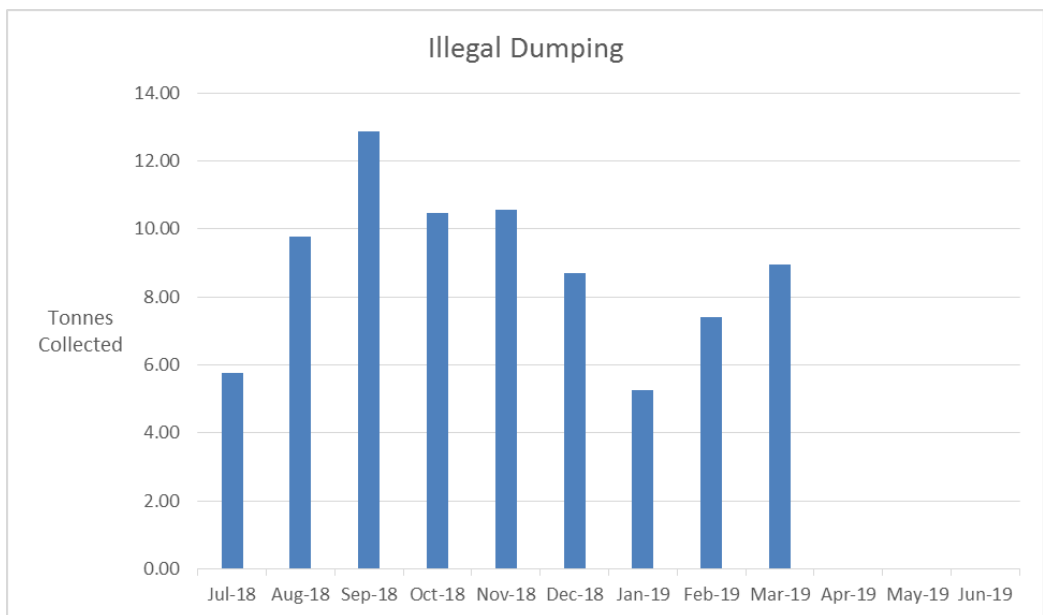
Arboriculture



Street Sweeper

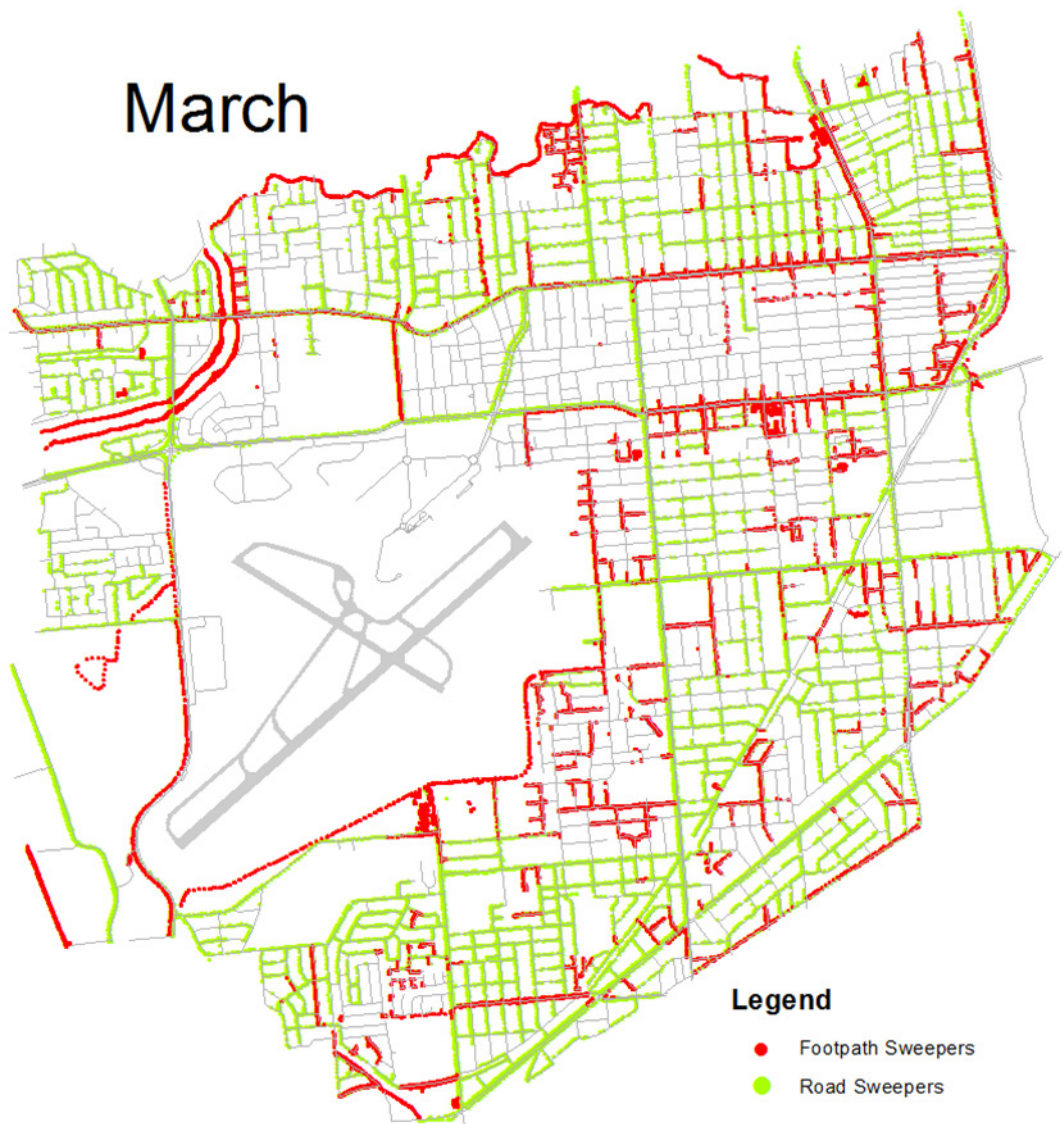


Illegal Rubbish Collection



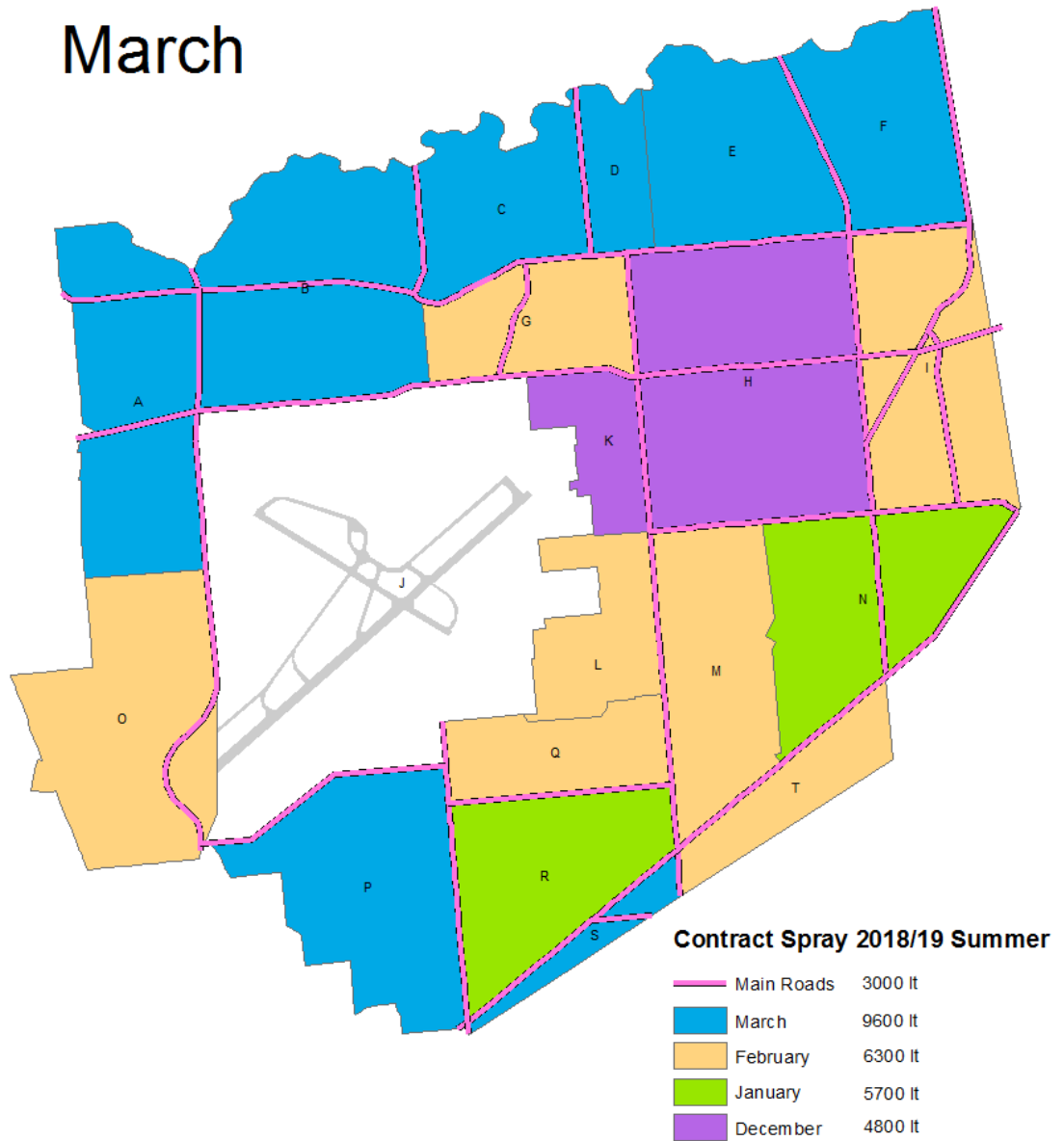
Road and  
Footpath  
Sweeping

# March



# March

Contract Weed Spraying (2nd Cycle)



Weed Control

Council's weed program is predominately undertaken by Council's contractor which involves the use of a product called Trimac in conjunction with a product called, Wipe-Out Bio Herbicide (an agricultural herbicide) which contains glyphosate this is also used by Council's officers for general maintenance of Parks and Reserves.

Recently, Macspred Australia approached Council seeking participation in a weed control trial to be undertaken within West Torrens to eliminate the use of glyphosate for weed control.

The Administration have scheduled the first trial to be conducted by Macspred Australia in conjunction with Council's weed spray contractor in mid- May 2019 within a section of Camden Park (as described as Area R within the above Contract Weed Spraying map) for a 3 month period.

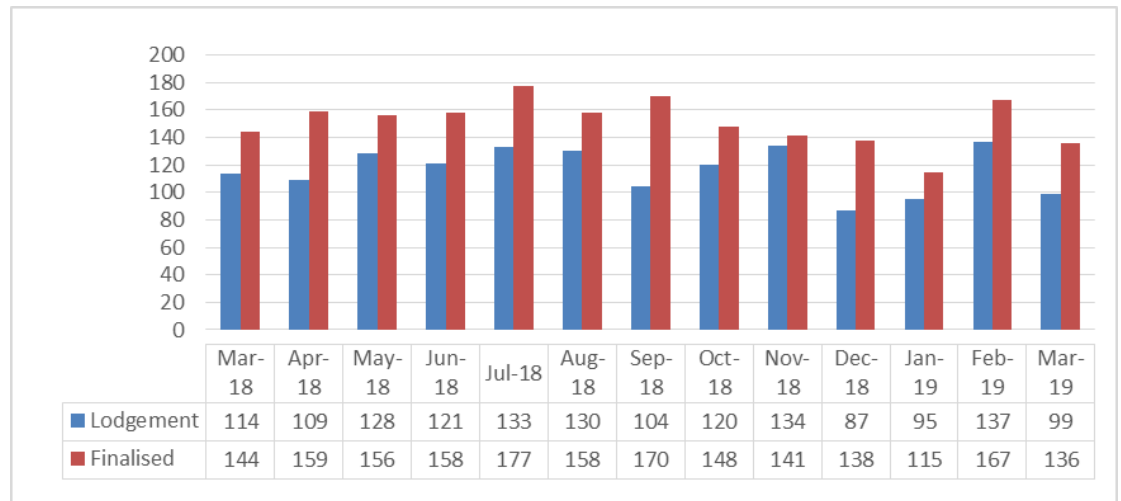
Upon the trial's outcome, the Administration will consider conducting further trials within other locations of the City.

**Development Assessment**

**Development Applications**

Ninety-nine (99) applications were lodged and 136 applications were finalised in March 2019.

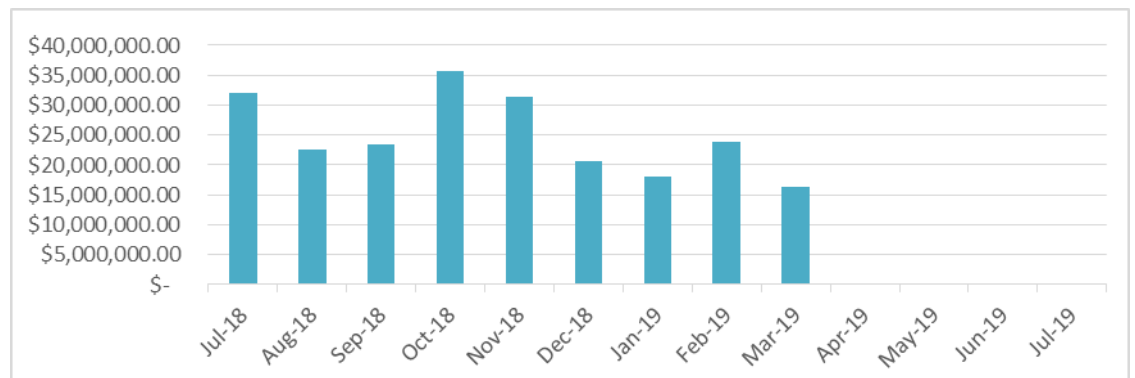
Lodgments and Decisions



*Note: 'Lodgement' relates to the number of new development application lodged during the month which is represented by the number of new development application numbers issued (including variation applications). 'Finalised' relates to the number of decision notification forms issued during the month and may including decisions relating to development plan consent, land division consent, building rules consent and development approval. This includes consents issued by both Council and private certifiers.*

Development with an estimated construction cost of \$23 822 349 was approved in March 2019.

Estimated Construction Cost (Approved Development)



**Planning Assessment**

	2018		2019	
	Sept Qtr. 3	Dec Qtr. 4	Mar Qtr. 1	June Qtr. 2
Assessment Timeframes (Staff Decisions)	<b>BUILDING CODE ONLY</b>			
	Total applications	74	90	73
	Median timeframe	6 days	3 days	1 day
	<b>COMPLYING</b>			
	Total applications	43	42	24
	Median timeframe	8 days	6 days	5 days
	<b>CAT 1 MERIT</b>			
	Total applications	234	203	183
	Median timeframe	25 days	22 days	21 days
	<b>CAT 2 MERIT</b>			
	Total applications	12	18	14
	Median timeframe	81.5 days	64 days	71 days
	<b>CAT 3 MERIT</b>			
	Total applications	9	8	4
	Median timeframe	59 days	39 days	34.5 days
<b>CAT 1 NON-COMPLYING</b>				
Total applications	0	0	2	
Median timeframe	-	-	122 days	
<b>CAT 3 NON-COMPLYING</b>				
Total applications	1	3	0	
Median timeframe	74 days	109 days	-	

	2018		2019	
	Sept Qtr. 3	Dec Qtr. 4	Mar Qtr. 1	June Qtr. 2
Assessment Timeframes (CAP Decisions)	<b>CAT 1 MERIT</b>			
	Total applications	5	4	0
	Median timeframe	59 days	43.5 days	-
	<b>CAT 2 MERIT</b>			
	Total applications	3	1	5
	Median timeframe	107 days	87 days	64 days
	<b>CAT 3 MERIT</b>			
	Total applications	2	0	1
	Median timeframe	82 days	-	50 days
	<b>CAT 1 NON-COMPLYING</b>			
	Total applications	0	1	0
	Median timeframe	-	33	-
	<b>CAT 3 NON-COMPLYING</b>			
	Total applications	1	0	0
	Median timeframe	68 days	-	-

*Note: This data does not include Land Division Consent applications and decisions under appeal. Category 3 Non-complying applications are not included until SCAP have made a decision whether to concur with Council's decision.*

*Maximum statutory time frames (excluding additional time for further information requests, statutory agency referrals and SCAP concurrence) are summarised as:*

- *Building Code Only: 4 weeks*
- *Building Rules Consent only: 4 weeks*
- *Complying Development: 2 weeks for Development Plan Consent only; additional 4 weeks for Building Rules Consent*
- *Category 1-3 Development: 8 weeks for Development Plan Consent only; additional 4 weeks for Building Rules Consent.*



Assessment Appeals	<p>There was one (1) ongoing court matter in March 2019.</p> <ul style="list-style-type: none"> <li>An appeal against Council's decision to refuse development plan consent for the removal of a significant tree at 322 Marion Road, Netley.</li> </ul> <p>A conciliation conference was held on 2 April 2019 and preliminary hearing is scheduled for 26 April 2019.</p> <p>There were no new or finalised appeals against Council's development assessment decisions during March 2019.</p>
--------------------	--

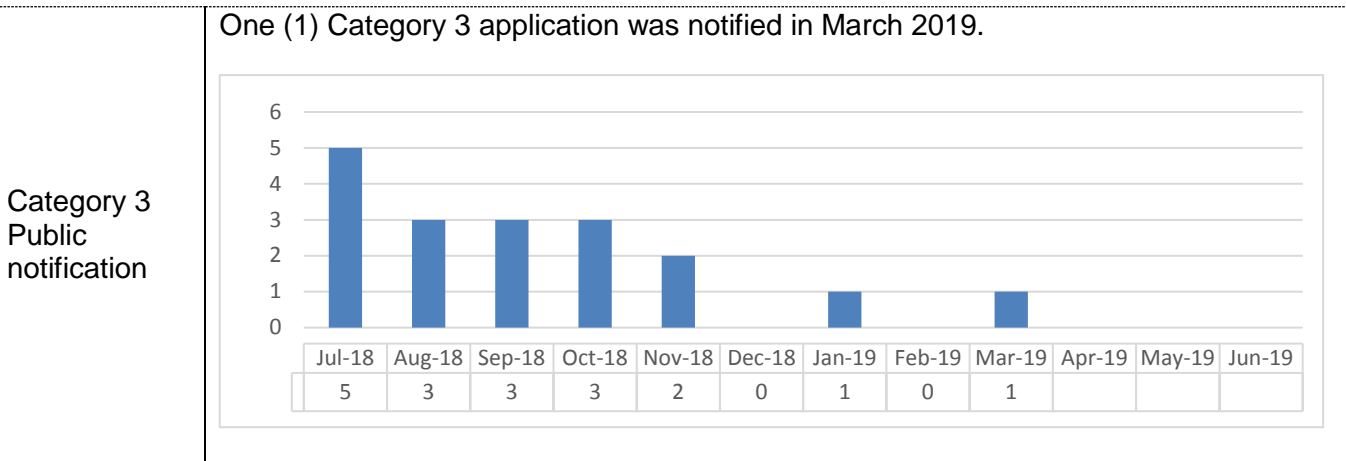
**Building Rules Assessment**

Building Code of Australia	<p>From 1 May 2019 the 2019 edition of the Building Code of Australia (BCA) in the National Construction Code (NCC) series will be adopted. The BCA contains the technical provisions for the design, assessment and construction of buildings and other structures and addresses matters such as structural stability, fire safety, certain aspects of health and amenity, and energy efficiency. A summary of changes to the BCA is available in <a href="#">Building Advisory Notice 02/19</a> on the SA Planning Portal.</p>
----------------------------	--

Building Rules Consent issued By Relevant Authority	<p>Council issued thirty (30) building rules consents and private certifiers issued twenty-nine (29) building rules consents in March 2019.</p> <div style="text-align: center;"> <table border="1" style="margin: 10px auto;"> <thead> <tr> <th></th> <th>Mar-18</th> <th>Apr-18</th> <th>May-18</th> <th>Jun-18</th> <th>Jul-18</th> <th>Aug-18</th> <th>Sep-18</th> <th>Oct-18</th> <th>Nov-18</th> <th>Dec-18</th> <th>Jan-19</th> <th>Feb-19</th> <th>Mar-19</th> </tr> </thead> <tbody> <tr> <td style="text-align: center;">■ Certifier</td> <td>57</td> <td>38</td> <td>39</td> <td>58</td> <td>54</td> <td>39</td> <td>28</td> <td>43</td> <td>44</td> <td>44</td> <td>20</td> <td>43</td> <td>29</td> </tr> <tr> <td style="text-align: center;">■ Council</td> <td>26</td> <td>45</td> <td>38</td> <td>36</td> <td>38</td> <td>35</td> <td>37</td> <td>41</td> <td>30</td> <td>33</td> <td>38</td> <td>31</td> <td>30</td> </tr> </tbody> </table> </div> <p><i>Note: Building Rules Consents are assessed by Council or private assessors known as Private Certifiers, these privately certified assessments still need to be registered and recorded with Council.</i></p>		Mar-18	Apr-18	May-18	Jun-18	Jul-18	Aug-18	Sep-18	Oct-18	Nov-18	Dec-18	Jan-19	Feb-19	Mar-19	■ Certifier	57	38	39	58	54	39	28	43	44	44	20	43	29	■ Council	26	45	38	36	38	35	37	41	30	33	38	31	30
	Mar-18	Apr-18	May-18	Jun-18	Jul-18	Aug-18	Sep-18	Oct-18	Nov-18	Dec-18	Jan-19	Feb-19	Mar-19																														
■ Certifier	57	38	39	58	54	39	28	43	44	44	20	43	29																														
■ Council	26	45	38	36	38	35	37	41	30	33	38	31	30																														

**Community advice and education**

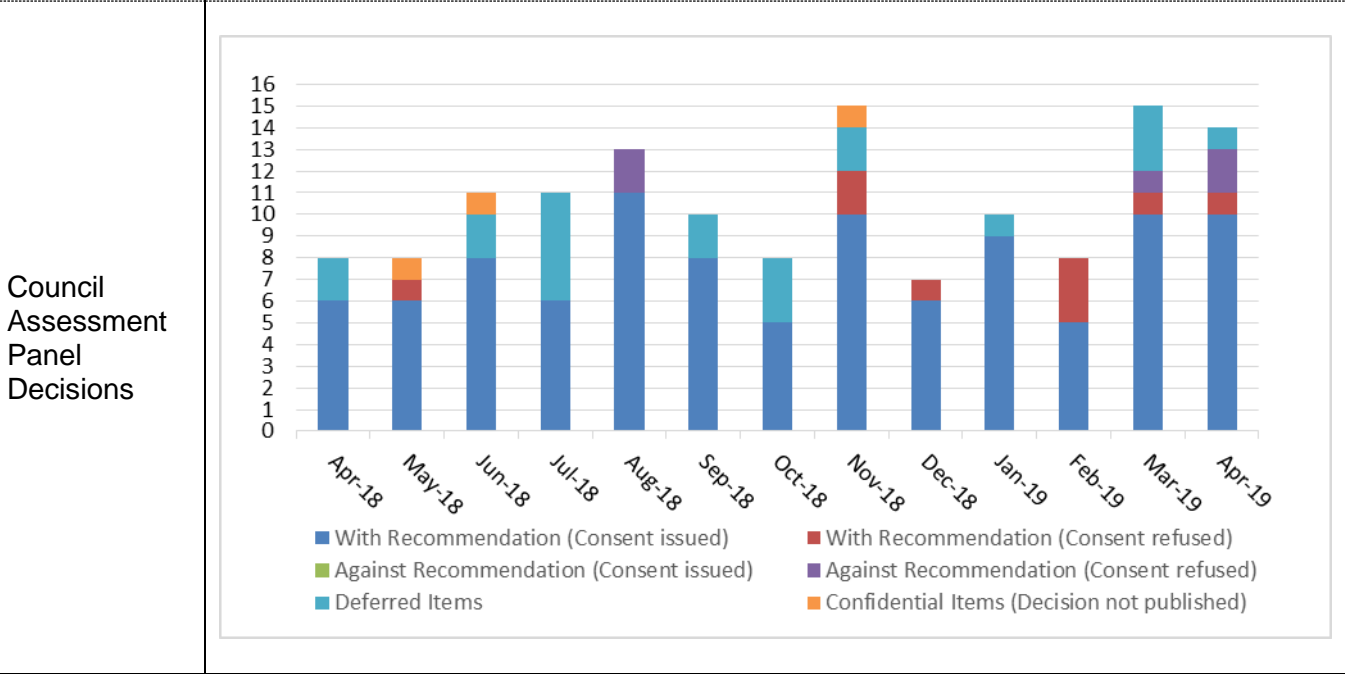
Pre-lodgment advice	<p>Rostered Duty Planner and Duty Building Officers are available to answer preliminary pre-lodgment and general enquiries during Service Centre opening hours. Advice is provided to the general public and applicants via the phone, email and in person at the Service Centre.</p> <p>The Administration participates in DPTI's Pre-lodgement case management service for development five storeys or more in height within the Urban Corridor Zone.</p> <p>There were 5485 website views of Council's webpages relating to <i>Development Act 1993</i> matters in March 2019.</p>
---------------------	---



**Council Assessment Panel**

Meetings

The Council Assessment Panel (CAP) held a meeting on 9 April 2019.  
 The next CAP meeting will be held on 14 May 2019.



**Referrals from other statutory agencies**

Council is a statutory referral agency for some applications that are assessed by other agencies, including State Commission Assessment Panel (SCAP), Minister for Planning, Governor of South Australia (under the Development Act 1993) and Adelaide Airport Limited (Airports Act 1996). Council is also informally referred applications for development five storeys or more in height within the Urban Corridor Zone that are assessed by SCAP.

**Service improvements.**

Work has continued on a suite of business improvement initiatives including:

- Drafting of waste management and infrastructure guidelines for applicants
- Review of standard conditions and notes
- Review of Council Building Inspection Policy
- Review of Section 12 Statement template

**Development compliance**

Eighteen (18) new development compliance requests were received in March 2019. Ten (10) development compliance requests were resolved within the month and twelve (12) requests were resolved from a previous month in March 2019. At the end of March there were thirty-eight (38) ongoing development compliance requests.

Compliance Requests

Month /Year	No of Requests Received	Requests resolved within the month	Requests resolved from previous months	Total Ongoing Actions
Mar 18	27	23	1	46
Apr 18	22	14	7	47
May 18	26	23	3	45
Jun 18	15	10	4	45
Jul 18	23	17	7	43
Aug 18	33	22	7	52
Sept 18	12	9	-	50
Oct 18	14	9	5	46
Nov 18	18	8	7	49
Dec 18	15	10	1	53
Jan 19	15	10	5	48
Feb 19	22	19	1	52
Mar 19	18	10	12	38

*Note: Compliance actions include investigating potential use of properties for activities that haven't been approved, buildings being constructed without the required approvals, checking of older buildings that may be becoming structurally unsound.*

There was one (1) Section 84 enforcement notice issued in March 2019.

There was one (1) ongoing court matter in March 2019.

- An appeal against Council's enforcement notice relating to the unlawful use of 292 Marion Road, Netley for a shop, for the sale and repair of mobile phones.

A development plan consent was granted on the subject land to SCAP concurrence. Council is currently undertaking a Building Rules assessment. A conciliation conference has been scheduled for 14 May 2019.

There was no new or finalised court matters in March 2019.

Enforcement Action

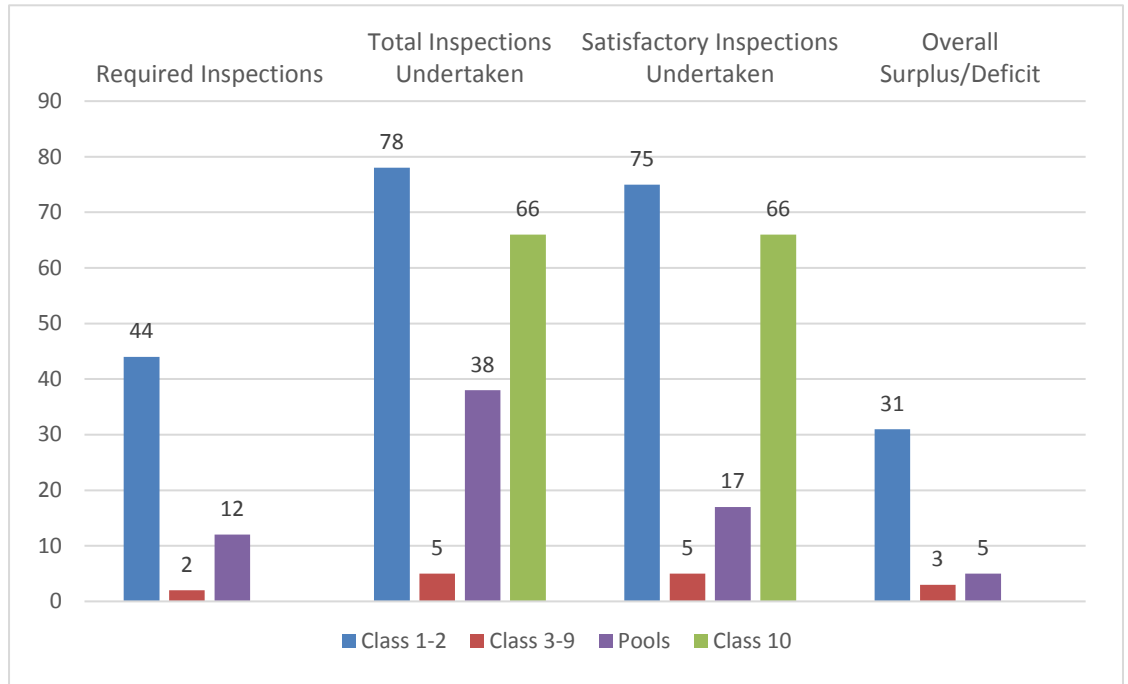
Month/Year	Section 84 Issued	Section 69 Issued	New Actions with ERD Court	Resolved Actions with ERD Court	Total ongoing Actions with ERD Court
Mar 18	1	-	1	-	2
Apr 18	2	-	-	-	2
May 18	-	-	-	-	2
Jun 18	-	-	-	-	2
Jul 18	2	-	-	-	2
Aug 18	-	-	-	-	2
Sept 18	1	1	-	-	2
Oct 18	-	-	-	-	2
Nov 18	4	-	-	-	2
Dec 18	1	-	1	1	2
Jan 19	1	-	-	1	1
Feb 19	-	-	-	-	1
Mar 19	1	-	-	-	1

*Note: Section 84 enforcement notices are the first stage of prosecution for unapproved development. Section 69 emergency orders are the first stage of prosecution for unsafe buildings.*

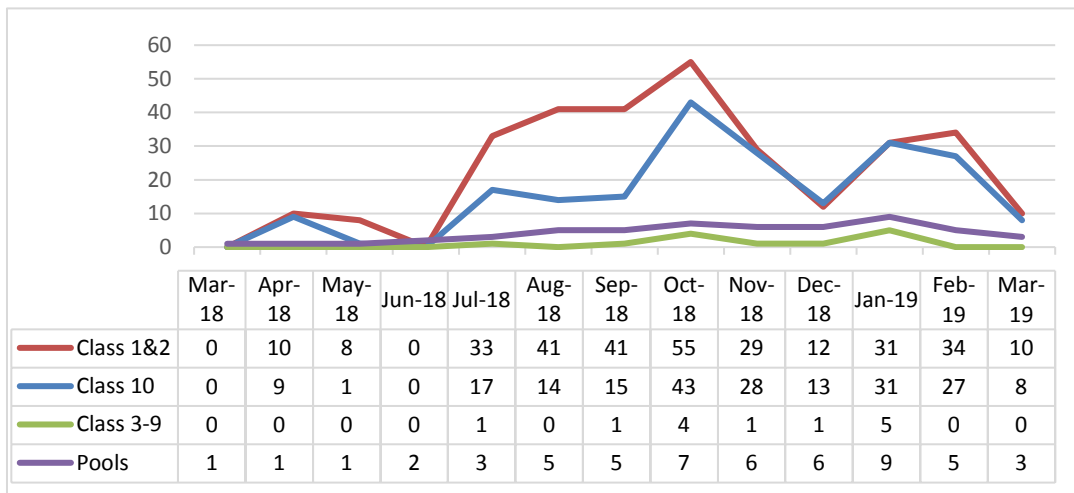
**Building compliance inspections**

Council's Building Inspection Policy sets out the minimum number of inspections required to be undertaken during the year.

Building Inspections (January-March 2019)



Actual Satisfactory Building Inspections Undertaken



*Note: The Development Act and Council's Building Inspection Policy requires that a minimum number of approved buildings are inspected for compliance with their associated Development Approval documentation. In addition there is a requirement to undertake a pool safety inspection upon all swimming pools approved for construction. Class 1 & 2 refers to houses and units, Class 3-9 refers to commercial, industrial and community buildings, Class 10 refers to verandahs, sheds, fences etc. Where 100% of inspections have not been met in a month the requirement is rolled over to the next month until all required inspections have been undertaken. Only successful inspections are recorded, failed inspections are listed for re-inspection*

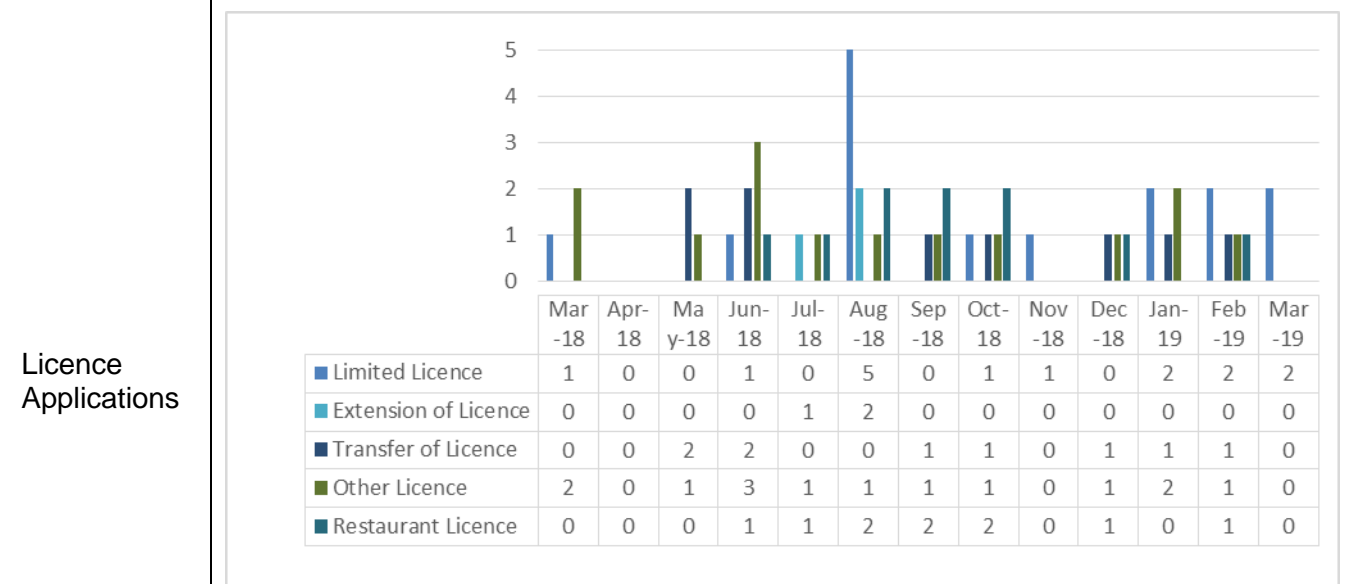
**City of West Torrens Building Fire Safety Committee**

Meetings	A meeting of the Building Fire Safety Committee is scheduled for May 2019.
ACP Cladding Audit	The Building Fire Safety Committee has commenced Phase 2 of the Aluminium Composite Panel (ACP) Cladding Building Audit which is being coordinated across South Australia by the Department of Planning, Transport and Infrastructure and is being undertaken in collaboration with councils, the Metropolitan Fire Service (MFS) and the Country Fire Service (CFS).

**Liquor Licencing**

Liquor Licencing Reform	<p>The State Government are implementing a reform of the liquor licencing system. Stage 1 and 2 of the reform have been implemented, with Stage 3 expected to commence in mid-2019. The Administration is continuing to track the reform changes and impacts to Council's services.</p> <p>The Administration is currently drafting a revised City of West Torrens Liquor Licencing Policy to address the reform changes.</p>
-------------------------	---

Two (2) licence applications were referred to Council in March 2019.

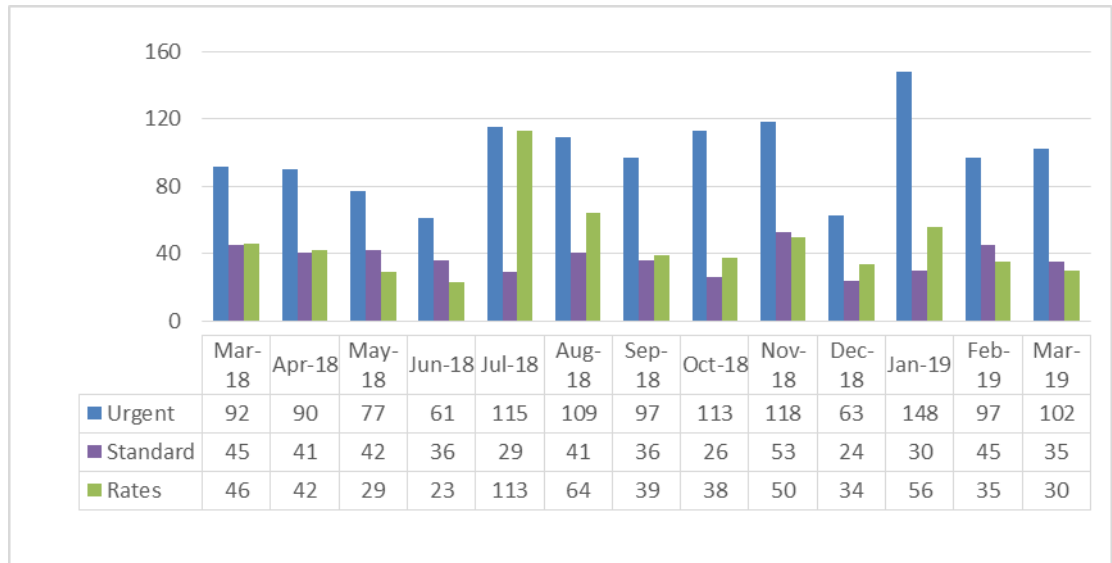


*Note: When an application is lodged with the State Government's Consumer and Business Services (CBS), it is also required to be referred to Council for our comment. The proposals are handled in accordance with our Liquor Licensing Policy, and Limited Licence applications are referred to the relevant Ward Councillors for their comment prior to feedback being sent to the CBS.*

**Property and land information requests**

One-hundred and two (102) urgent search requests, thirty-five (35) standard search requests and thirty (30) rates search requests were received in March 2019.

**Section 12 Searches**



*Note: When a property is purchased, the purchasers are provided with a Form 1 (commonly known as cooling off paperwork) Council contributes to this Form 1 with a Section 12 Certificate, the certificate provides the potential purchaser with all relevant known history for the property. Prior to settlement on the property the relevant Conveyancer will also request a Rates statement from Council to ensure the appropriate rates payments are made by the purchaser and the vendor (seller).*

**Attachments**

Nil

## 11.2 Regulatory Services Activities Report

### Brief

This report provides information on the activities of the Regulatory Services Department for the nine months to 31 March 2019.

### RECOMMENDATION

The Committee recommends to Council that the report be received.

### Introduction

Details are provided each quarter on activities of Regulatory Services for the information of Council.

### Discussion

#### Parking Expiations

3610 parking expiation notices were issued in the March quarter, along with 192 warnings / education for parking offences. 896 review requests were received.

<b>Parking Enforcement Report</b>				
<b>Fines Waived and Warnings Issued</b>				
<b>2018/19 Financial Year</b>				
Report Meeting 7 May 2019				
<b>Grounds</b>	<b>1 July - 31 Dec 2018</b>	<b>1 Jan - 31 Mar 2019</b>	<b>Year to Date Total</b>	<b>%</b>
<b>Parking Fines Waived</b>				
- Compelling humanitarian grounds	12	11	23	2.5
- Unavoidable offence	95	93	188	20.5
- Technical, trivial or petty	195	248	443	48.3
- Defective notice	114	89	203	22.1
- Administrative error	3	1	4	0.4
- Other	30	27	57	6.2
<b>Totals</b>	<b>449</b>	<b>469</b>	<b>918</b>	<b>100.0</b>
<b>Reason</b>	<b>1 July - 31 Dec 2018</b>	<b>1 Jan - 31 Mar 2019</b>	<b>Year to Date Total</b>	<b>%</b>
<b>Warnings Issued</b>				
- Proximity to intersection - minor	8	3	11	1.2
- Not angle/parallel park; footpath/verge	54	10	64	7.0
- Part driveway/ramp blocked	13	11	24	2.6
- Permits incorrectly displayed	10	65	75	8.2
- Motorist moved on	100	68	168	18.3
- Other	36	35	71	7.7
<b>Totals</b>	<b>221</b>	<b>192</b>	<b>413</b>	<b>100.0</b>



**Compliance Update**

**Microchipping Day**

A microchipping day was held on Saturday 16 March 2019 at the City of West Torrens. The cost to have an animal microchipped was \$10.00 and approximately 150 dogs and cats were microchipped.



**Other Information**

Additional information on Environmental Health and Compliance activity is provided in the attachment.

**Conclusion**

Information is provided in this report on the activities of the Regulatory Services Department for the nine months to 31 March 2019.

**Attachments**

1. Data and Graph Report for January - March 2019

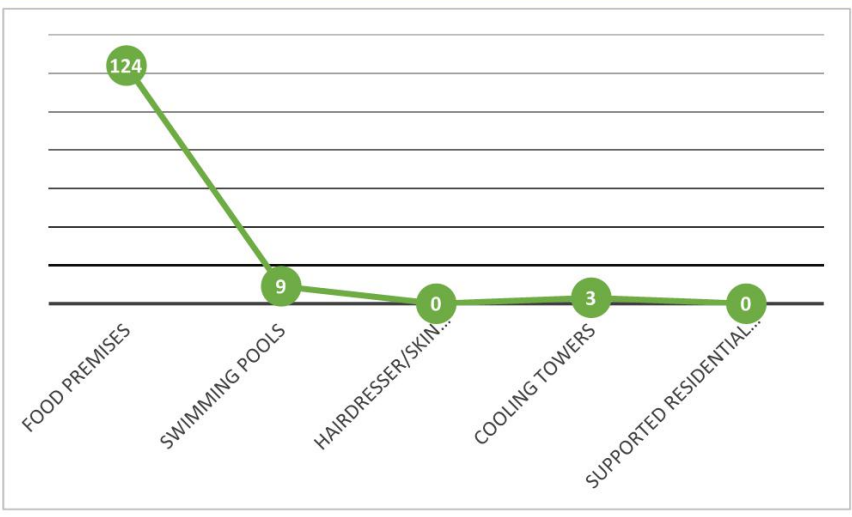
**ENVIRONMENTAL HEALTH - January to March 2019**

**Routine Inspections**

**Total Inspections**

**YTD**  
2018/19 = 622  
2017/18 = 439

**Quarter**  
2018/19 = 136

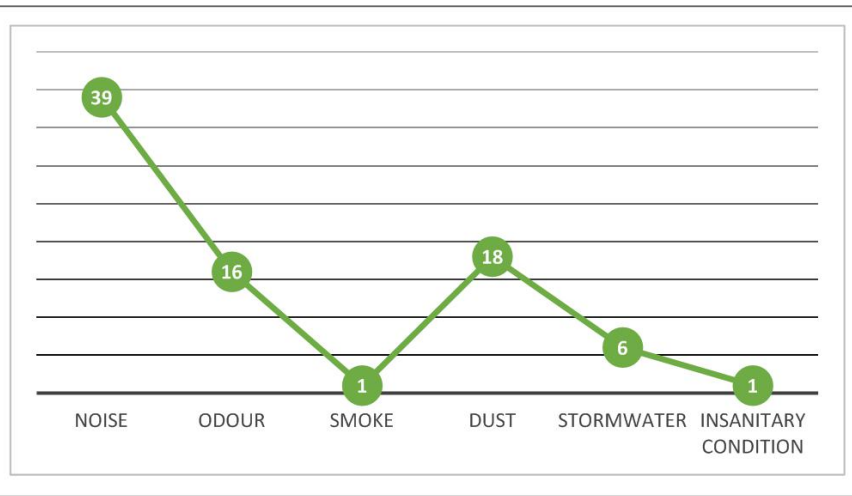


**Environmental Nuisance**

**Total Inspections:**

**YTD**  
2018/19 = 212  
2017/18 = 197

**Quarter**  
2018/19 = 81

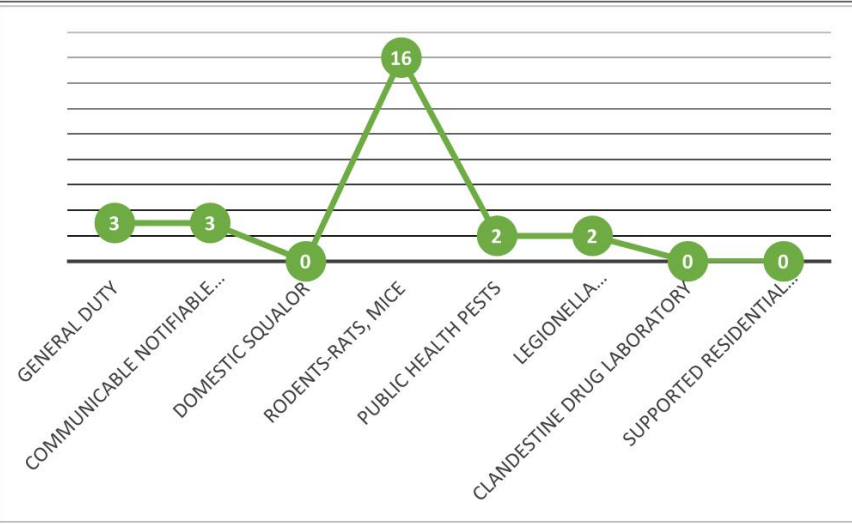


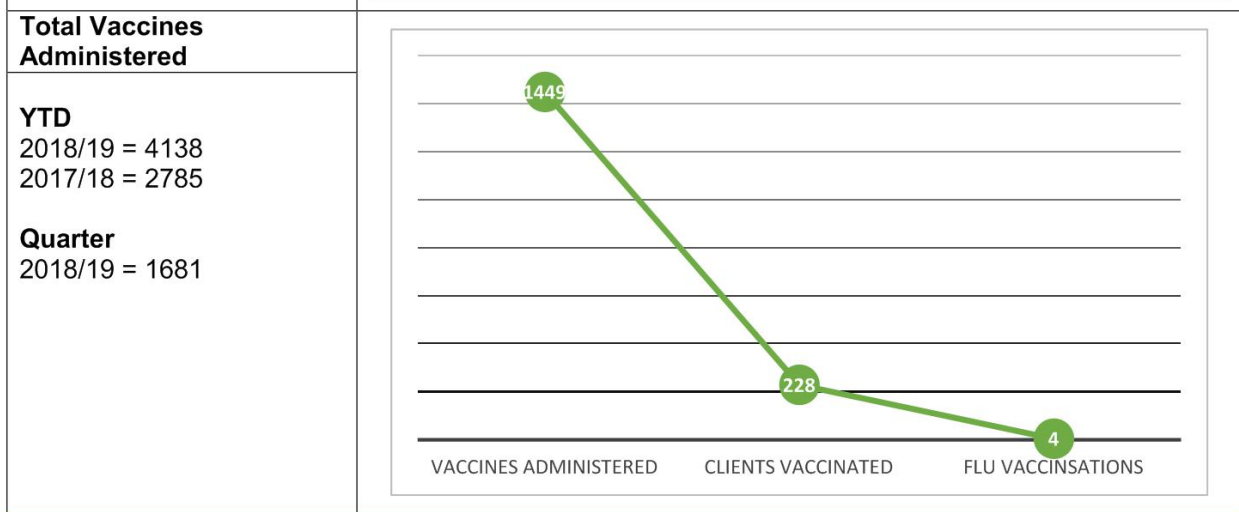
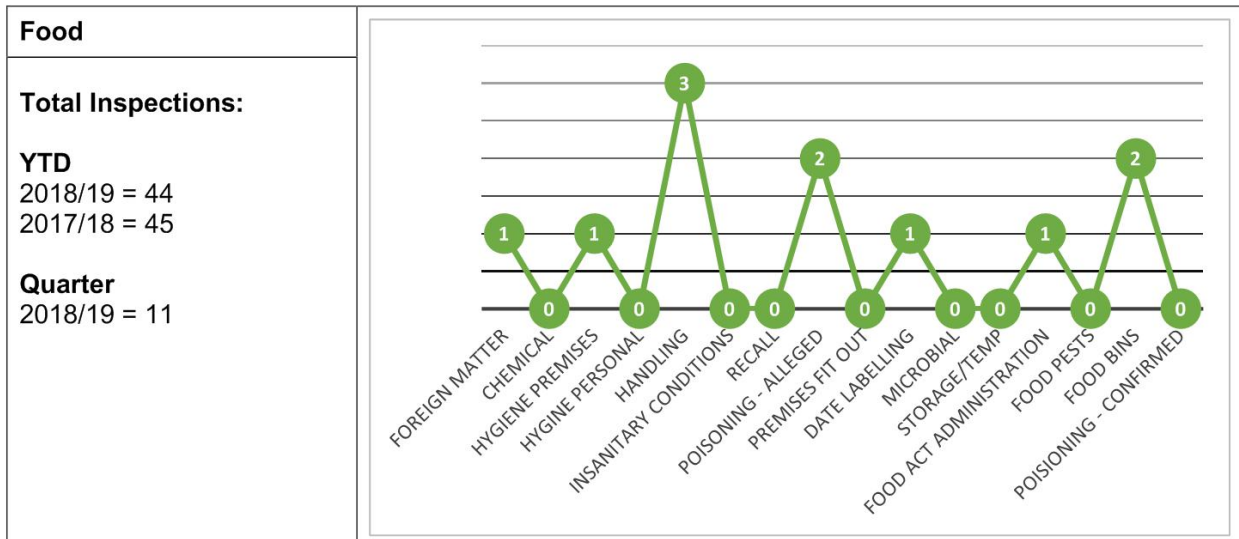
**Public Health**

**Total Inspections:**

**YTD**  
2018/19 = 64  
2017/18 = 76

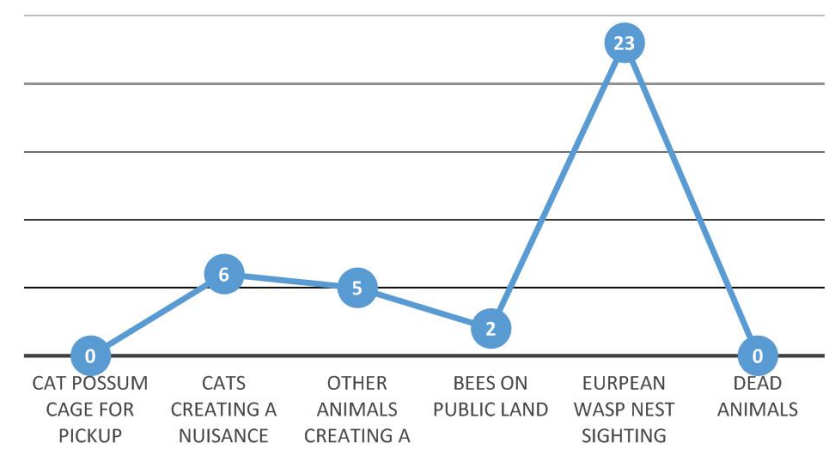
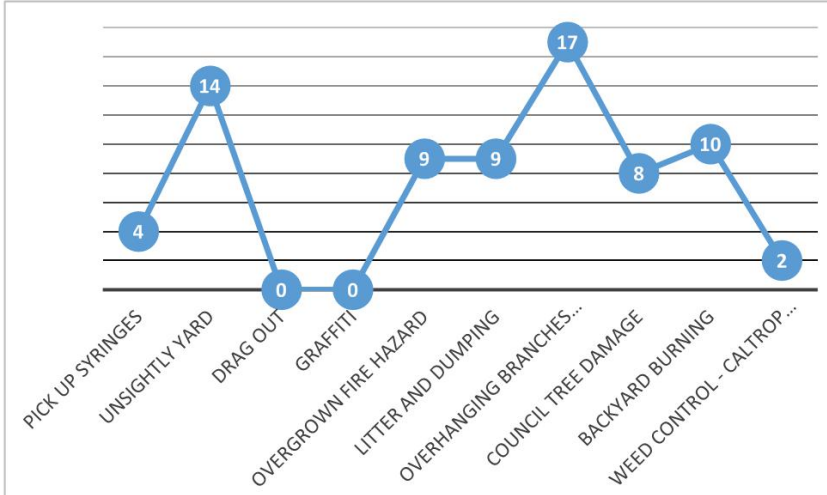
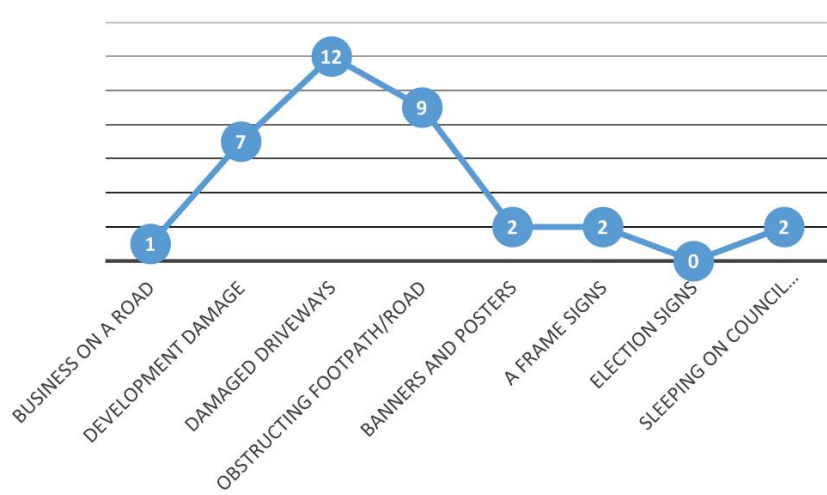
**Quarter**  
2018/19 = 26

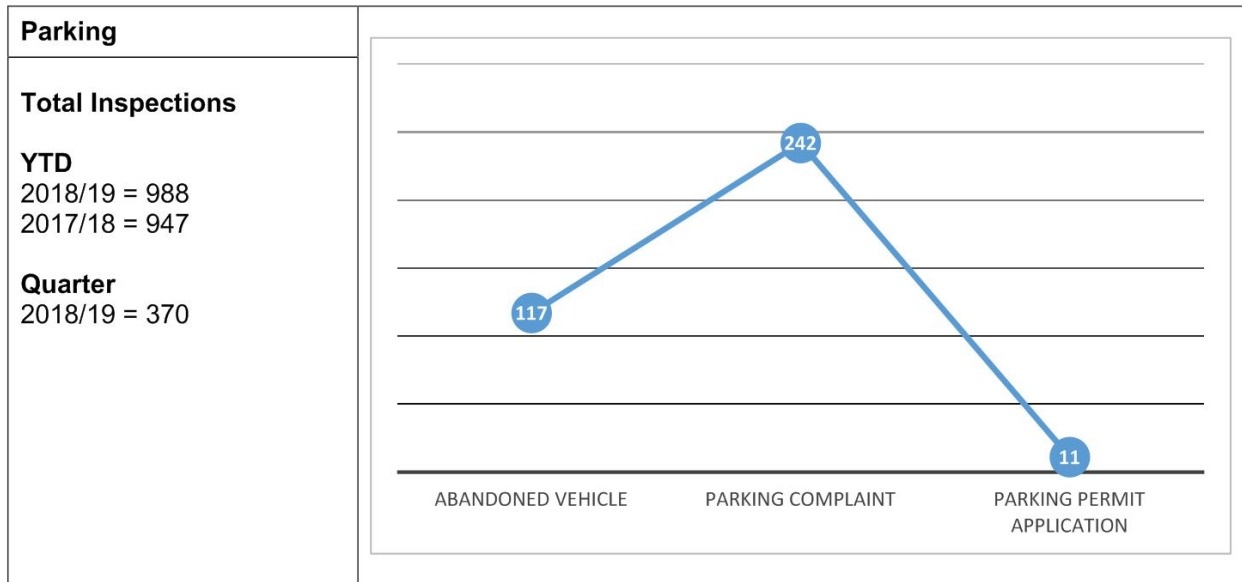




**COMPLIANCE - January to March 2019**



<p><b>Other Animals</b></p> <p><b>Total Inspections:</b></p> <p><b>YTD</b> 2018/19 = 107 2017/18 = 155</p> <p><b>Quarter</b> 2018/19 = 36</p>	 <table border="1"> <caption>Other Animals Inspection Data</caption> <thead> <tr> <th>Category</th> <th>Count</th> </tr> </thead> <tbody> <tr> <td>CAT POSSUM CAGE FOR PICKUP</td> <td>0</td> </tr> <tr> <td>CATS CREATING A NUISANCE</td> <td>6</td> </tr> <tr> <td>OTHER ANIMALS CREATING A NUISANCE</td> <td>5</td> </tr> <tr> <td>BEES ON PUBLIC LAND</td> <td>2</td> </tr> <tr> <td>EURPEAN WASP NEST SIGHTING</td> <td>23</td> </tr> <tr> <td>DEAD ANIMALS</td> <td>0</td> </tr> </tbody> </table>	Category	Count	CAT POSSUM CAGE FOR PICKUP	0	CATS CREATING A NUISANCE	6	OTHER ANIMALS CREATING A NUISANCE	5	BEES ON PUBLIC LAND	2	EURPEAN WASP NEST SIGHTING	23	DEAD ANIMALS	0								
Category	Count																						
CAT POSSUM CAGE FOR PICKUP	0																						
CATS CREATING A NUISANCE	6																						
OTHER ANIMALS CREATING A NUISANCE	5																						
BEES ON PUBLIC LAND	2																						
EURPEAN WASP NEST SIGHTING	23																						
DEAD ANIMALS	0																						
<p><b>Environment</b></p> <p><b>Total Inspections:</b></p> <p><b>YTD</b> 2018/19 = 241 2017/18 = 242</p> <p><b>Quarter</b> 2018/19 = 73</p>	 <table border="1"> <caption>Environment Inspection Data</caption> <thead> <tr> <th>Category</th> <th>Count</th> </tr> </thead> <tbody> <tr> <td>PICK UP SYRINGES</td> <td>4</td> </tr> <tr> <td>UNSIGHTLY YARD</td> <td>14</td> </tr> <tr> <td>DRAG OUT</td> <td>0</td> </tr> <tr> <td>GRAFFITI</td> <td>0</td> </tr> <tr> <td>OVERGROWN FIRE HAZARD</td> <td>9</td> </tr> <tr> <td>LITTER AND DUMPING</td> <td>9</td> </tr> <tr> <td>OVERHANGING BRANCHES...</td> <td>17</td> </tr> <tr> <td>COUNCIL TREE DAMAGE</td> <td>8</td> </tr> <tr> <td>BACKYARD BURNING</td> <td>10</td> </tr> <tr> <td>WEED CONTROL - CALTROP...</td> <td>2</td> </tr> </tbody> </table>	Category	Count	PICK UP SYRINGES	4	UNSIGHTLY YARD	14	DRAG OUT	0	GRAFFITI	0	OVERGROWN FIRE HAZARD	9	LITTER AND DUMPING	9	OVERHANGING BRANCHES...	17	COUNCIL TREE DAMAGE	8	BACKYARD BURNING	10	WEED CONTROL - CALTROP...	2
Category	Count																						
PICK UP SYRINGES	4																						
UNSIGHTLY YARD	14																						
DRAG OUT	0																						
GRAFFITI	0																						
OVERGROWN FIRE HAZARD	9																						
LITTER AND DUMPING	9																						
OVERHANGING BRANCHES...	17																						
COUNCIL TREE DAMAGE	8																						
BACKYARD BURNING	10																						
WEED CONTROL - CALTROP...	2																						
<p><b>Roads &amp; Footpaths</b></p> <p><b>Total Inspections:</b></p> <p><b>YTD</b> 2018/19 = 166 2017/18 = 214</p> <p><b>Quarter</b> 2018/19 = 35</p>	 <table border="1"> <caption>Roads &amp; Footpaths Inspection Data</caption> <thead> <tr> <th>Category</th> <th>Count</th> </tr> </thead> <tbody> <tr> <td>BUSINESS ON A ROAD</td> <td>1</td> </tr> <tr> <td>DEVELOPMENT DAMAGE</td> <td>7</td> </tr> <tr> <td>DAMAGED DRIVEWAYS</td> <td>12</td> </tr> <tr> <td>OBSTRUCTING FOOTPATH/ROAD</td> <td>9</td> </tr> <tr> <td>BANNERS AND POSTERS</td> <td>2</td> </tr> <tr> <td>A FRAME SIGNS</td> <td>2</td> </tr> <tr> <td>ELECTION SIGNS</td> <td>0</td> </tr> <tr> <td>SLEEPING ON COUNCIL...</td> <td>2</td> </tr> </tbody> </table>	Category	Count	BUSINESS ON A ROAD	1	DEVELOPMENT DAMAGE	7	DAMAGED DRIVEWAYS	12	OBSTRUCTING FOOTPATH/ROAD	9	BANNERS AND POSTERS	2	A FRAME SIGNS	2	ELECTION SIGNS	0	SLEEPING ON COUNCIL...	2				
Category	Count																						
BUSINESS ON A ROAD	1																						
DEVELOPMENT DAMAGE	7																						
DAMAGED DRIVEWAYS	12																						
OBSTRUCTING FOOTPATH/ROAD	9																						
BANNERS AND POSTERS	2																						
A FRAME SIGNS	2																						
ELECTION SIGNS	0																						
SLEEPING ON COUNCIL...	2																						



### 11.3 Service Centre Third Quarter Report

#### Brief

This report provides information on activities with the Service Centre for the third quarter of the 2018/19 financial year.

#### RECOMMENDATION

The Committee recommends to Council that this report be received.

#### Introduction

The Service Centre currently provides multiple contact channels for customers, with its primary contact being via face to face, telephone and webchat channels, although an increasing number of customers are contacting Council through social media.

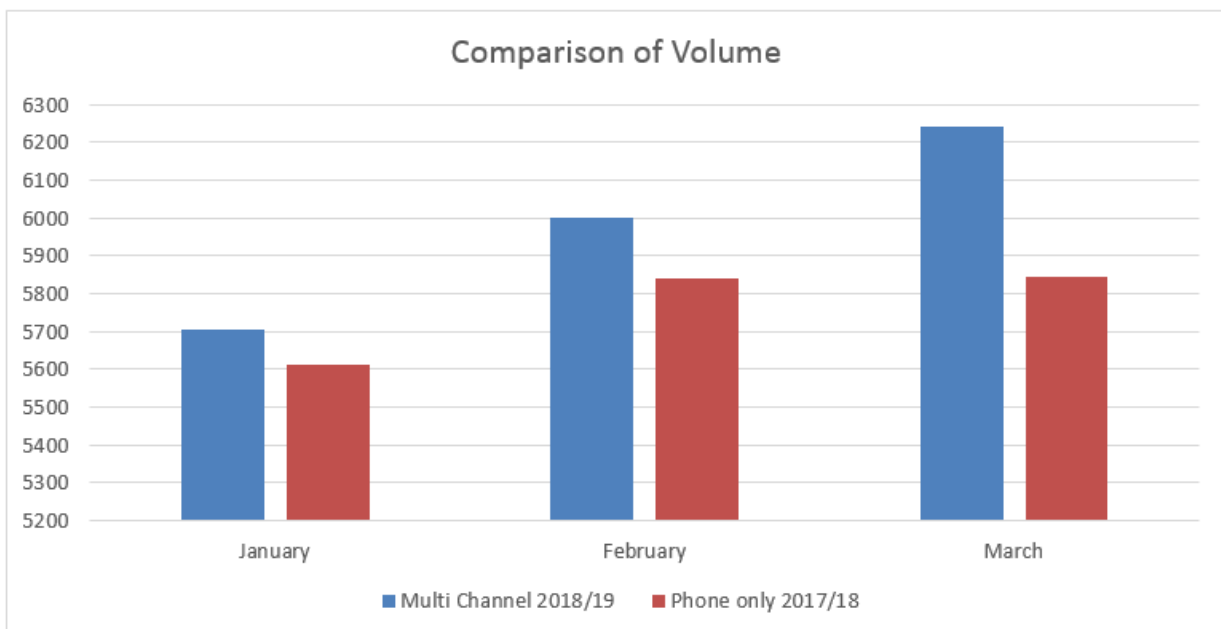
Recent customer research indicates that the Service Centre, as the first point of contact, is where customer satisfaction is at its highest and our work contributes to the quality of the brand and reputation of CWT.

Our objective is to provide quality service in a friendly, responsive and helpful way. Asking for and acting on customer feedback is considered best practice for contact centres, so we are measuring the experience of customers interacting with us face-to-face and via webchat.

#### Discussion

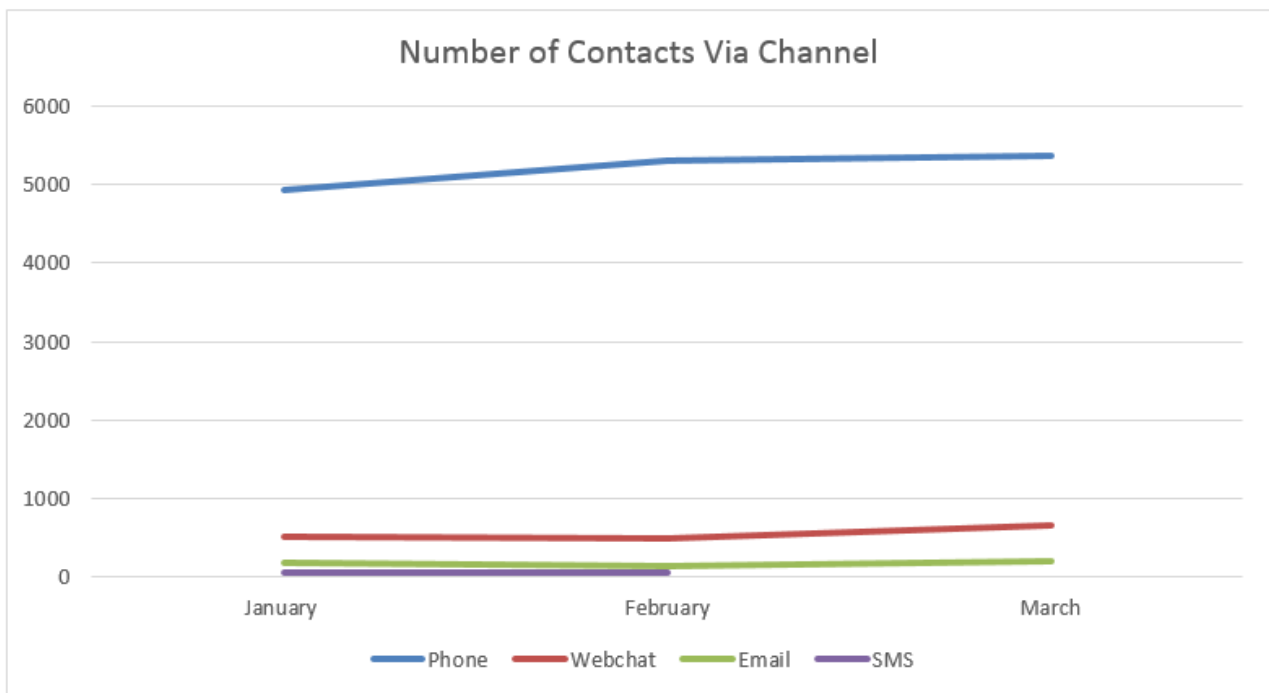
This quarter there were no unexpected increases in the volume of interactions, with our peak periods being around the third quarter rates period.

Our volume of overall interactions however increased in comparison to the same time last year, with the phone channel decreasing and customers choosing multiple ways to contact us.

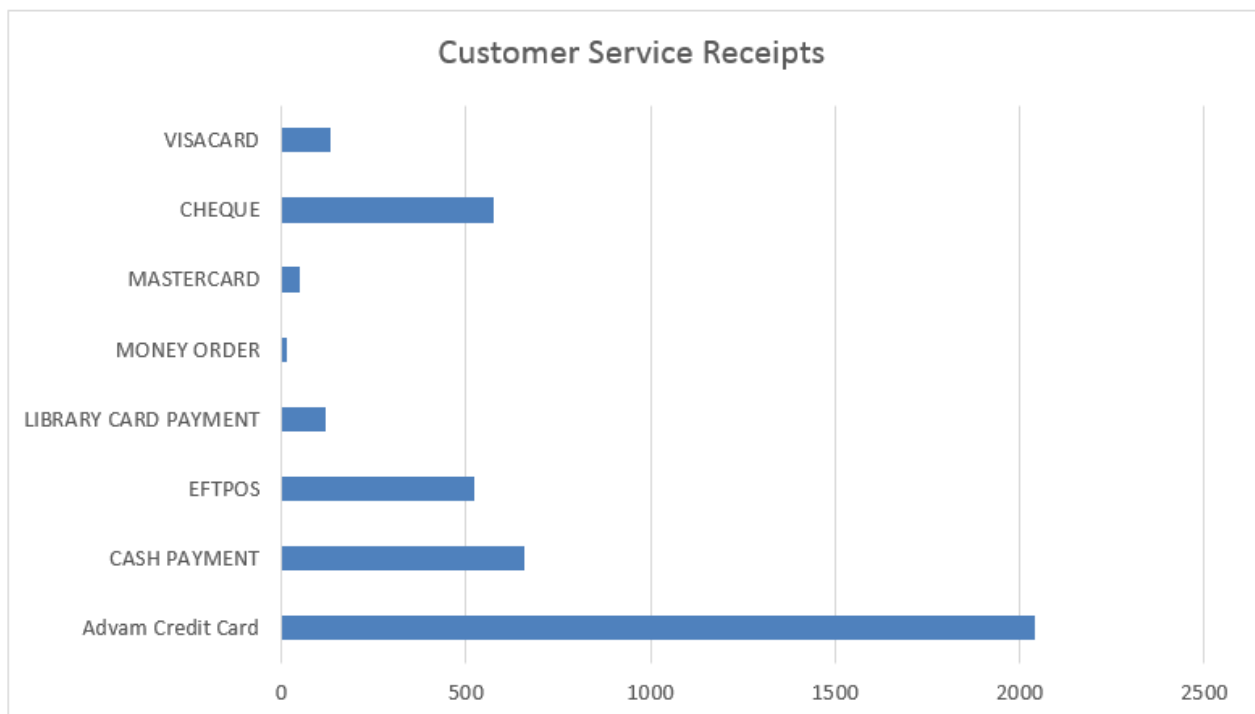


Enquires made through social media and face to face are not included in the above graph as they are not currently reported on.

The phone channel is still currently the most popular way to interact with CWT, as shown below, but Webchat volumes are beginning to increase.



Online payments are continuing to increase in popularity, with Service Centre staff processing 13.5% of all payments for the quarter.



Service Centre staff logged 1,958 customer requests this quarter, which equates to 56 per cent of overall requests raised during this period.

Our 'Rate It' app at the front counter provided a a customer experience rating of 9.7/10 over the past three months (based on 283 ratings), with 67 per cent of customers indicating that Service Centre staff are exceeding their expectations, and 'great quality of service' being rated the highest with 35 per cent.

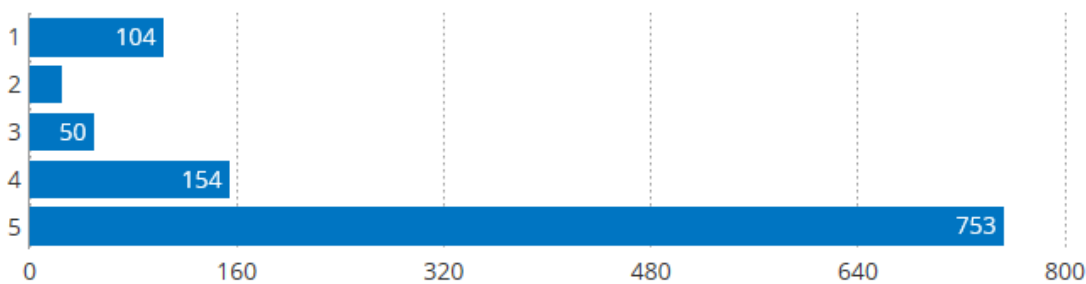
## Exceeded Customer Expectations

Awesome! How did we exceed your expectations?



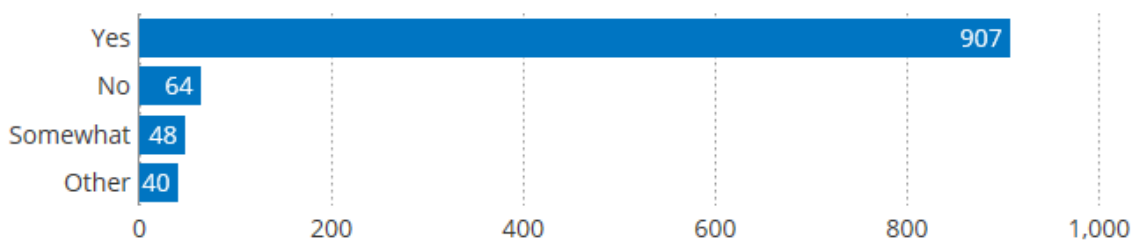
Live chat feedback has continued to be extremely positive. Comparisons with other metropolitan Councils have shown that CWT's live chat is one of the most utilised in this state.

### Rate your chat experience today out of 5



1086 responses in 1086 results

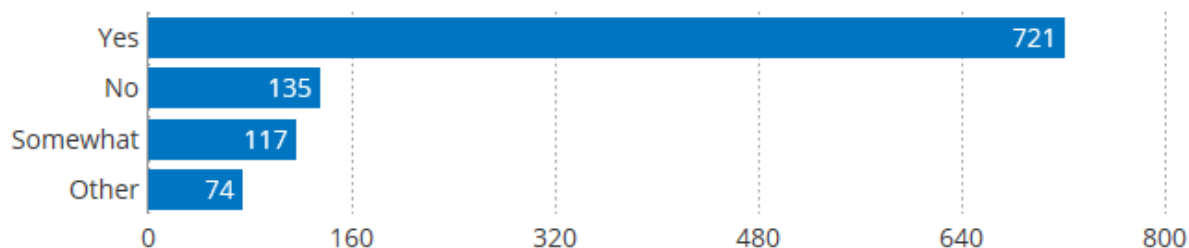
### Did you find your City of West Torrens web chat operator to be helpful, and professional?



1059 responses in 1086 results



## Do you feel that your enquiry has been resolved effectively?



**1047 responses in 1086 results**

Some of the feedback comments received this quarter are:

- *Thanks to Adele I received the right information in a very prompt and professional manner, well done*
- *Great service!! It meant that while Logan was seeking information for me I was able to continue with my work without having to wait on the phone! Good Work!*
- *This is the second time we have used the online chat and it was great. Handy to be able to download the conversation, all staff have been helpful*
- *Great to see the Live Chat initiative being used by West Torrens. It's very efficient.*
- *Debbie understood the problem which could have become quite complicated. Her discussions with myself and Solo Waste voided all manner of worry for my elderly neighbour! Well done and thank you*

### Out of Business Hours Service Pilot

The Service Centre has been working in partnership with Community Development to provide an out of normal business hours service point at the Thebarton Community Centre. Staff from both departments have been multi-skilled to provide services such as:

- enquiries about hiring the Thebarton Community Centre
- collecting waste vouchers/kitchen caddies
- making payments (card only, no cash)
- enquiring about Council services
- getting help with online forms and applications.

The extended hours are Thursday 5pm - 8pm and Saturday 9am - 12pm. Web chat is also open during these hours.

This is a six month trial to ascertain the demand.

The tally report indicates that most walk in traffic is for kitchen caddies, waste vouchers or to report an issue. However, webchat contact has been higher than face to face contact during those hours.

**West Torrens Experience**

Following the endorsement of the 'West Torrens Experience' framework and strategy, the Team Leader Service Centre facilitated 12 information sessions for employees across the organisation, providing information which included development of the framework and strategy.

A steering committee has been formed with a wide representation across the business. The purpose of the committee is to provide direction and support for the implementation of the West Torrens Experience strategic plan through project planning, research and engagement of CWT employees, customers and the community.

**Chat Bots**

Service Centre staff have been assisting the Information Technology team with testing of the new 'chat bots' available via the website. The bots have been developed to assist with general enquiries and are available to customers 24x7, with the first chat bots developed to focus on waste and Thebarton Community Centre enquiries.

**Conclusion**

This report provides an overview of the key activities of the Service Centre for the third quarter of the 2018/19 financial year.

**Attachments**

Nil

## 11.4 Community Services Activities Report

### Brief

This report details the activities of the Community Services Department for April 2019.

### RECOMMENDATION

The Committee recommends to Council that the Community Services Activities Report April 2019 be noted.

---

### Introduction

The Community Services department (Department) provides a report to each City Services and Amenity Committee meeting detailing the status of key projects and activities for the preceding month.

### Discussion

The key projects and activities undertaken by the Department during the month of April 2019 are as follows:

#### Community Centres

Over the month of April, 84 groups were booked into Thebarton Community Centre and a total of 29 groups were booked into Plympton Community Centre.

Thebarton hosted several large functions and the regular cultural groups such as the Greek Pensioners of Thebarton, the Italian Pensioners of Thebarton and the Greek Welfare Centre. There were also several NDIS (National Disability Insurance Scheme) sessions and 15 different support and wellness groups, The City of West Torrens Active Ageing *Movers and Shakers* program at Plympton reached capacity at 40 people. Plympton was also busy on the weekends with small birthday functions and private family events.

#### Children and Youth

A very successful 'Gathering in the Garden', a special outdoor Baby Time and Toddler Time, was held in the Memorial Gardens and attended by 300 adults and children. The Chinese School of Music entertained families with bilingual songs. In addition, there was lots of muddy fun, comfy reading spaces set up in teepees and a coffee cart. The Baby and Toddler Time community was greatly appreciative of the event and a huge amount of positive feedback has been received with many families asking if, and when, the event will happen again.



The school holiday program was very successful over the April school holidays with most activities being at capacity. Many sessions were craft based and attendees enjoyed the many creative activities on offer, such as weaving, embroidery and a maker space. Council also hosted a 'Bed Time Story Time' session on 15 April. Children (and library staff!) wore their pyjamas and brought along their teddy bears for this special story time session at the time of 5pm.

Over 150 people attended the 'Little Day Out' event as part of the 2019 school holiday program. The event was a partnership between the Community Development and the Organisational Resilience teams, with the theme of equipping children, youth and families to be more prepared in an emergency. Red Cross, as one of the organisations present on the day, ran their 'Pillowcase Project' activity which encouraged children to think about what items they might need in an emergency situation.

3 April saw the final session of the 2019 Term 1 'Beach Safety Program' for young new arrivals. A bonus outcome of the program for participants was that they were all offered free swimming lessons at the Immanuel College swim centre in Term 2, courtesy of Surf Life Saving SA.

The annual 'Youth Expo' at the Titanium Arena was a huge success. This event was the result of collaboration between the City of West Torrens, City of Charles Sturt, City of Port Adelaide Enfield and the Multicultural Communities Council of SA. More than 800 students and teachers were in attendance from schools across the Western Region. Over 40 organisations representing a variety of services for young people also attended, with interactive stalls to engage visitors. Council had a stall at the event promoting Library youth services.

A new Little Library was installed at Cowandilla Children's Centre and another is planned for Lockleys North Primary School. Both of these will be stocked with children's books and open to the whole community as well as the families from the school and Centre.

### Arts and Culture

The opening of the art exhibition 'Ambidextrous' by Jayden Donny Schulz was attended by 100 people, the exhibition was opened by Mayor Coxon. This was a popular exhibition over the month of April. In addition, preparations are underway for Council's 2019 Art Prize exhibition.

### Active Ageing

The Active Ageing program has continued to grow in popularity. The weekly exercise class hit capacity with 40 participants, the fortnightly shared lunch was enjoyed by 20 people, the new fortnightly Bloke's Brekky was attended by 8 people. In addition, the 'Come and Try Snooker' sessions, being run in partnership with Snooker SA, had a group of 8 regular older people attending the weekly sessions. The new weekly Tai Chi sessions at Plympton Community Centre began with 4 people attending the weekly sessions so far.

### **Attachments**

#### **1. Community Services Activities May 2019**

## Community Services Activities and Events - May 2019

Date	Time	Activity/Event	Location
<b>Wed 1/5</b>	10.30am	ESL Reading Group: Post beginner to pre-intermediate	Hamra Centre
	10.30am	Story Time: 5 years & under	Hamra Centre
	11.00am	Book Club	Hamra Centre
	11am-2pm	Sewing Studio	Plympton Community Centre
	1.30pm	Aqua Fun - Swimming Classes	Thebarton Aquatic Centre
<b>Thu 2/5</b>	8.00am	NHF Walking Group	Kurralta Park
	9.00am	Fulham Shopping Centre Bus Run	
	10.00am	One-to-One Tech Help	Hamra Centre
	10.30am	Baby Time: 0-18 months	Hamra Centre
	10.30am	Thursday Senior Citizens	Plympton Community Centre
	11.15am	Toddler Time: 18 months - 3 years	Hamra Centre
	1.00pm	Castle Plaza Bus Run	
	6.00 pm	Exhibition Opening - Woven in Friendship	Hamra Centre
6.00 pm	Book Club	Hamra Centre	
<b>Fri 3/5</b>	8.45am	Central Market Bus Run	
	9.00am	Brickworks Shopping Centre Bus Run	
	9.45am-11.30	Movers and Shakers Exercise Group	Plympton Community Centre
	10.00am	Orange Tree Quilters	Hamra Centre
	10.30am	Story Time: 5 years & under	Hamra Centre
	12.30pm	Kmart Shopping Bus Run	Kurralta Park
	1.00pm	One-to-One Tech Help Drop-in Session	Hamra Centre
	3.00pm	Book Club	Hamra Centre
4.00pm	Friday Fun: 10 years & over	Hamra Centre	
<b>Sat 4/5</b>	10.00am	One-to-One Tech Help Drop-in Session	Hamra Centre
	1.30pm	Rewire Class: Entertain me! Fun apps and websites	Hamra Centre
<b>Sun 5/5</b>	1.30-3.30pm	Live at the Library: Songwriters on Sundays - Jaime Willson	Hamra Centre
<b>Mon 6/5</b>	8.00am	NHF Walking Group	Kurralta Park
	10.00am	Yarn Knitting Group	Hamra Centre
	10.30am	Community Meal - CHSP	Plympton Community Centre
	10.30am	ESL Reading Group: Intermediate to Advanced	Hamra Centre
	12.15pm	Social Scrabble	Hamra Centre
	2.00pm	One-to-One Tech Help	Hamra Centre
	6.00pm	Sewing Studio	Plympton Community Centre
<b>Tue 7/5</b>	9.00am	Blokes Brekky - Active Ageing	Plympton Community Centre
	10.30am	Baby Time: 0-18 months	Hamra Centre
	11.15am	Toddler Time: 18 months - 3 years	Hamra Centre
	1.00pm	ESL Class with free crèche	Hamra Centre
<b>Wed 8/5</b>	10.30am	ESL Reading Group: Post beginner to pre-intermediate	Hamra Centre
	10.30am	Story Time: 5 years & under	Hamra Centre
	11am-2pm	Sewing Studio	Plympton Community Centre
	1.30pm	Aqua Fun - Swimming Classes	Thebarton Aquatic Centre

<b>Date</b>	<b>Time</b>	<b>Activity/Event</b>	<b>Location</b>
<b>Thu 9/5</b>	8.30am	NHF Walking Group	Kurralta Park
	9.00am	Fulham Shopping Centre Bus Run	
	10.00-11.30am	Volunteers Program Coordinators Meeting	Hamra Centre
	10.00am	One-to-One Tech Help	Hamra Centre
	10.30am	Baby Time: 0-18 months	Hamra Centre
	10.30am	Thursday Senior Citizens	Plympton Community Centre
	11.15am	Toddler Time: 18 months - 3 years	Hamra Centre
	1.00pm 6.00pm	Castle Plaza Bus Run Financial Counselling	Hamra Centre
<b>Fri 10/5</b>	8.30am	Hilton Shopping Centre Bus Run	
	9.45am-11.30	Movers and Shakers Exercise Group	Plympton Community Centre
	10.00am	Knitter Knatter Group	Hamra Centre
	10.30am	Story Time: 5 years & under	Hamra Centre
	12.00pm	Central Market Bus Run	
	12.30pm	Kmart Shopping Bus Run	Kurralta Park
	1.00pm	One-to-One Tech Help Drop-in Session	Hamra Centre
	4.00pm	Friday Fun: 10 years & over	Hamra Centre
<b>Sat 11/5</b>	10.00am	One-to-One Tech Help Drop-in Session	Hamra Centre
<b>Sun 12/5</b>	1.30-3.30pm	Live at the Library: Songwriters on Sundays - Paula Standing	Hamra Centre
<b>Mon 13/5</b>	8.00am	NHF Walking Group	Kurralta Park
	10.00am	Yarn Knitting Group	Hamra Centre
	10.30am	Community Meal - CHSP	Plympton Community Centre
	10.30am	ESL Reading Group: Intermediate to Advanced	Hamra Centre
	12.15 pm	Social Scrabble	Hamra Centre
	2.00pm	One-to-One Tech Help	Hamra Centre
	6.00pm	Sewing Studio	Plympton Community Centre
<b>Tue 14/5</b>	10.30am	Baby Time: 0-18 months	Hamra Centre
	11am-2pm	Share-a-Table: Active Ageing	Plympton Community Centre
	11.15am	Toddler Time: 18 months - 3 years	Hamra Centre
	1.00pm	ESL Class with free crèche	Hamra Centre
	10.30am	ESL Reading Group: Post beginner to pre-intermediate	Hamra Centre
	10.30am	Story Time: 5 years & under	Hamra Centre
	11am-2pm	Sewing Studio	Plympton Community Centre
	1.30pm	Aqua Fun - Swimming Classes	Thebarton Aquatic Centre
<b>Thu 16/5</b>	8.00am	NHF Walking Group	Kurralta Park
	9.00am	Fulham Shopping Centre Bus Run	
	10.00am	One-to-One Tech Help	Hamra Centre
	10.30am	Thursday Senior Citizens	Plympton Community Centre
	10.30am	Baby Time: 0-18 months	Hamra Centre
	11.15am	Toddler Time: 18 months - 3 years	Hamra Centre
	1.00pm	Castle Plaza Bus Run	
<b>Fri 17/5</b>	8.45am	Central Market Bus Run	
	9.00am	Brickworks Shopping Centre Bus Run	
	9.45am-11.30	Movers and Shakers Exercise Group	Plympton Community Centre
	10.00am	Orange Tree Quilters	Hamra Centre
	10.30am	Story Time: 5 years & under	Hamra Centre
	12.30pm	Kmart Shopping Bus Run	Kurralta Park
	1.00pm	One-to-One Tech Help Drop-in Session	Hamra Centre
	4.00pm	Friday Fun: 10 years & over	Hamra Centre

Date	Time	Activity/Event	Location
<b>Sat 18/5</b>	10.00am	One-to-One Tech Help Drop-in Session	Hamra Centre
<b>Sun 19/5</b>	1.30-3.30pm	Live at the Library: Songwriters on Sundays - Marta and Simon	Hamra Centre
	2-3.30pm	West Torrens Library's Birthday	Hamra Centre
<b>Mon 20/5</b>	8.45am	NHF Walking Group	Kurralta Park
	10.00am	Yarn Knitting Group	Hamra Centre
	10.30am	Community Meal - CHSP	Plympton Community Centre
	10.30am	ESL Reading Group: Intermediate to Advanced	Hamra Centre
	11.00am-1pm	Volunteers March	Adelaide
	12.15 pm	Social Scrabble	Hamra Centre
	2.00pm	One-to-One Tech Help	Hamra Centre
6.00pm	Sewing Studio	Plympton Community Centre	
<b>Tue 21/5</b>	9am-11am	Blokes Brekky - Active Ageing	Plympton Community Centre
	9am-11am	JP Volunteer Meeting	Hamra Centre
	10.30am	Baby Time: 0-18 months	Hamra Centre
	11.15am	Toddler Time: 18 months - 3 years	Hamra Centre
	1.00pm	ESL Class with free crèche	Hamra Centre
<b>Wed 22/5</b>	10.30am	ESL Reading Group: Post beginner to pre-intermediate	Hamra Centre
	10.30am	Story Time: 5 years & under	Hamra Centre
	11am-2pm	Sewing Studio	Plympton Community Centre
	1.30pm	Aqua Fun - Swimming Classes	Thebarton Aquatic Centre
	2pm-4pm	CHSP & Active Ageing Volunteer Meeting	Hamra Centre
<b>Thu 23/5</b>	8.00am	NHF Walking Group	Kurralta Park
	9.00am	Fulham Shopping Centre Bus Run	
	10.00am	One-to-One Tech Help	Hamra Centre
	10.30am	Baby Time: 0-18 months	Hamra Centre
	10.30am	Thursday Senior Citizens	Plympton Community Centre
	11.15am	Toddler Time: 18 months - 3 years	Hamra Centre
	1.00pm	Castle Plaza Bus Run	
	3pm-5pm	Bus Drivers Volunteers Meeting	Hamra Centre
	6.00pm - 10.00 pm	South Australian Photo Federation Exhibition Open	
6.00pm	Financial Counselling	Hamra Centre	
<b>Fri 24/5</b>	8.30am	Hilton Shopping Centre Bus Run	
	9.45am-11.30	Movers and Shakers Exercise Group	Plympton Community Centre
	10.30am	Story Time: 5 years & under	Hamra Centre
	12.00pm	Central Market Bus Run	
	12.30pm	Kmart Shopping Bus Run	Kurralta Park
	1.00pm	One-to-One Tech Help Drop-in Session	Hamra Centre
	2pm-4pm	Library & Childrens Volunteers Meeting	Hamra Centre
4.00pm	Friday Fun: 10 years & over	Hamra Centre	
<b>Sat 25/5</b>	10.00am	One-to-One Tech Help Drop-in Session	Hamra Centre
<b>Sun 26/5</b>			

<b>Date</b>	<b>Time</b>	<b>Activity/Event</b>	<b>Location</b>
<b>Mon 27/5</b>	8.00am	NHF Walking Group	Kurralta Park
	10.00am	Yarn Knitting Group	Hamra Centre
	10.30am	Community Meal - CHSP	Plympton Community Centre
	10.30am	ESL Reading Group: Intermediate to Advanced	Hamra Centre
	12.15 pm	Social Scrabble	Hamra Centre
	1pm-3pm	Child Safe Environment Short Course	Hamra Centre
	2.00pm	One-to-One Tech Help	Hamra Centre
	6.00pm	Sewing Studio	Plympton Community Centre
<b>Tue 28/5</b>	10.30am	Baby Time: 0-18 months	Hamra Centre
	11am-2pm	Share-a-Table: Active Ageing	Plympton Community Centre
	11.15am	Toddler Time: 18 months - 3 years	Hamra Centre
	1.00pm	ESL Class with free crèche	Hamra Centre
<b>Wed 29/5</b>	10.30am	ESL Reading Group: Post beginner to pre-intermediate	Hamra Centre
	10.30am	Story Time: 5 years & under	Hamra Centre
	11am-2pm	Sewing Studio	Plympton Community Centre
	12.45-4pm	West Torrens History Tour	Hamra Centre
	1.30pm	Aqua Fun - Swimming Classes	Thebarton Aquatic Centre
<b>Thu 30/5</b>	8.00am	NHF Walking Group	Kurralta Park
	9am-5pm	Child Safe Environment Training	Hamra Centre
	10.00am	One-to-One Tech Help	Hamra Centre
	10.30am	Baby Time: 0-18 months	Hamra Centre
	10.30am	Thursday Senior Citizens	Plympton Community Centre
	11.15am	Toddler Time: 18 months - 3 years	Hamra Centre
	1.00pm	Castle Plaza Bus Run	
<b>Fri 31/5</b>	8.45am	Central Market Bus Run	
	9.00am	Brickworks Shopping Centre Bus Run	
	9.45am-11.30	Movers and Shakers Exercise Group	Plympton Community Centre
	10.00am	Orange Tree Quilters	Hamra Centre
	10.30am	Story Time: 5 years & under	Hamra Centre
	12.30pm	Kmart Shopping Bus Run	Kurralta Park
	1.00pm	One-to-One Tech Help Drop-in Session	Hamra Centre
	4.00pm	Friday Fun: 10 years & over	Hamra Centre

## 12 MEETING CLOSE