

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, 5 MARCH 2019
at 7.00pm**

**Terry Buss PSM
Chief Executive Officer**

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.

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1 MEETING OPENED

1.1 Evacuation Procedures

2 PRESENT

3 APOLOGIES

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 19 February 2019 be confirmed as a true and correct record.

6 MAYORS REPORT

(Preliminary report for the agenda to be distributed Friday, 1 March 2019)

In the two weeks since the last Council Meeting of 19 February 2019 functions and meetings involving the Mayor have included:

20 February

- 12.15pm Attended a meet and greet with City of Marion Mayor, Kris Hanna.
- 3.45pm Attended a Local Government Roundtable with the Premier, the Hon Steven Marshall, Minister for Transport, Infrastructure and Local Government, the Hon Stephan Knoll and Local Government Mayors and Chairs from across South Australia at the Adelaide Town Hall.
- 5.30pm Following the Local Government Roundtable attended the LGA President's Mayor's Networking Event with the Minister for Transport, Infrastructure and Local Government, the Hon Stephan Knoll, the Minister for Health and Wellbeing, the Hon Stephen Wade MLC and the Minister for Trade, Tourism and Investment, the Hon David Ridgeway MLC at the Adina Apartment Hotel Adelaide Treasury.

21 February

- 9.30am Met with Angelo Catinari, General Manager Urban Services along with his management team.
- 12.00pm Attended the Airport Over 50's 37th Birthday celebration at the Airport Over 50's Club.
- 4.30pm Attended a meeting with Mark McGarry, West Torrens Baseball Club President, Angelo Catinari, General Manager Urban Services and Dean Ottanelli, Manager City Property to discuss the Lockleys Oval modification works.
- 6.00pm Attended the South Australian Council for the Greek Cultural Month Inc. official launch of Festival Hellenika at the Adelaide Pavilion Restaurant and Function Rooms.

22 February

- 9.00am Attended the Adelaide Airport Consultative Committee meeting at the Adelaide Airport with CEO Terry Buss.
- 10.30am Met with the owner of a local business, Coffee By The Beans, to discuss parking issues in Douglas Street, Lockleys.
- 7.00pm Attended a dinner in recognition of the Greek Welfare Centre of SA 40th Anniversary at the Festival Function Centre in Findon and presented a certificate to the President on behalf of the City of West Torrens congratulating the Centre on their wonderful achievement and service to the Greek community. Councillors Elisabeth Papanikolaou and George Vlahos also attended.

24 February

- 4.30pm Attended the Adelaide Holi Tribe India Festival in Kings Reserve along with Deputy Mayor Graham Nitschke.

25 February

- 3.00pm Attended a meeting with Mr George Psiachas, the newly appointed Consul-General of Greece for Adelaide along with Cr George Vlahos and Adriana Christopoulos, Program Leader Partnership.
- 7.00pm Attended the West Adelaide Football Club Annual General Meeting and Board Elections where I also formally accepted the Club's invitation to be Patron following immediate past Mayor John Trainer's retirement.

26 February

- 11.00am Met with Mike Dunphy, President of the Japan Australia Friendship Association (JAFA) to discuss the partnership with the City of West Torrens to hold the Kodomo no Hi Japan Festival in West Torrens.
- 6.00pm Participated in the City Advancement and Prosperity General Committee Meeting.

27 February

- 8.45am Met with representatives of the Airport Over 50's Club - Con Maras, President, Rick Battilana, Secretary and Roger Battilana, Treasurer.
- 10.30am Participated in a tour of the new City Works and Services Morphett Road Depot.
- 2.00pm Participated in a tour of the Hamra Centre Library.
- 6.00pm Hosted a Reception in recognition of City of West Torrens Elected Members who retired at the 2018 Local Government election.

28 February

- 9.30am Attended the Independent Commission Against Corruption (ICAC) SA Elected Members Forum presented by the Hon Bruce Lander QC, ICAC, Mr Wayne Lines, Ombudsman and Mr Andrew Richardson, Auditor-General at the Adelaide Festival Centre.
- 6.00pm Participated in the Mandatory Elected Member Training on Financial Management in the George Robertson Room.
- 7.00pm Attended the City of West Torrens 2019 Chinese New Year Celebration 'Year of the Pig', at the West Torrens Auditorium.

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:

1 March

- 9.00am Attending the Adelaide 500 Superloop as a guest of the Premier, the Hon Steven Marshall.

4 March

- 9.00am Meeting with Bill Ross, General Manager Corporate and Regulatory and his management team.
- 10.00am Participating in a tour of the City Development Planning department.
- 12.00pm Participating in a tour of the City Assets department.
- 2.30pm Introductory meeting with City of West Torrens business Central Audio Visual at their facility in Thebarton.

5 March

- 6.00pm Council dinner
- 7.00pm Council meeting.

RECOMMENDATION

That the Mayor's Report be noted.

7 ELECTED MEMBERS REPORTS

8 PETITIONS

8.1 Shade over Playground at Kesmond Reserve, Ashford

Brief

This report presents a petition requesting that Council install a large shade sail over the playground at Kesmond Reserve Ashford.

RECOMMENDATION

It is recommended to Council that:

A report be presented to a future meeting of Council detailing the feasibility of, and costings for, placing a large shade sail over the playground at Kesmond Reserve, Ashford.

Or

The petition be received.

Introduction

A petition has been received from Ms Shannon Harrison, Head Petitioner, on behalf of 95 signatories requesting that that Council install a large shade sail over the playground at Kesmond Reserve, Ashford as during the summer months there is no shade in the playground until the early evening.

Ms Harrison has written a letter to Council explaining why she undertook the petition | **(Attachment 1)**.

Discussion

Petitions are required to comply with regulation 10 of the *Local Government (Procedures at Meetings) 2013* and clause 8 of Council's *Statutory Code: Code of Practice - Procedures at Meetings* (Code).

The Head Petitioner collected 95 signatures from members of the public in support of the petition. Of the 95 signatures contained within the petition only 5 are considered to be valid signatures in accordance with the legislative requirements.

Clause 8(1)(b) of the Code requires that the petition must contain the name and address of each person who signed the petition. Of the 95 signatories who signed the petition 25 signatories have not complied with the Code in that:

- Eight (8) of the signatories did not provide their full address.
- Seven (7) of the signatories did not provide their full name or their full address.
- Eleven (11) of the signatories did not provide their full name.

Clause 8(9) of the Code requires that if a page of the petition does not meet the requirements of regulation 10 and/or clauses 8.4 to 8.6 of the Code, all the signatures on the page will not be taken into account by Council when considering the petition.

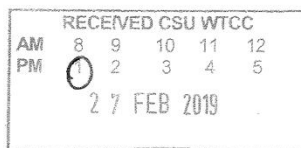
However, as the first page of the petition contains five signatures, which do meet the statutory requirements the petition is considered to be compliant and is able to be presented for Council's consideration. In accordance with Council's procedures, the front page of the petition is attached **(Attachment 2)**. The full petition will be presented in a future report on the request to Council.

Conclusion

A complying petition has been received from Ms Shannon Harrison requesting that Council install a large shade sail over the playground at Kesmond Reserve, Ashford.

Attachments

1. Letter from Ms Harrison regarding Kesmond Reserve Ashford
2. Petition requesting a shade sail be placed over Kesmond Reserve, Ashford



Shannon Harrison
15 Surrey Road
Keswick SA 5035
(m) 0432 743 880

Mayor and Councilors of the City of West Torrens
Civic Centre
165 Sir Donald Bradman Drive
Hilton SA 5033

27 February 2019

To the Mayor and Councilors of the City of West Torrens

I am a resident of the City of West Torrens, and reside nearby Kesmond Reserve in Keswick. I would like to draw your attention to the lack of shade over the playground at Kesmond Reserve, and request that Council erect a large shade sail over the playground so that it can be better utilised during the day and particularly in warmer weather. During summer there is no shade at the playground until the early evening when the sun sets behind the trees on the western side of the Reserve.

Like many other families in the area, in summer we choose to go to alternative playgrounds that are shaded, as it is simply too hot and sunny at this Reserve.

I have completed a petition to gather further support for this idea, with 95 parents, grandparents, residents and other users of the Reserve signing the petition.

I hope that a shade sail can be erected this year before the summer of 2019/2020. I look forward to your response.

Yours sincerely

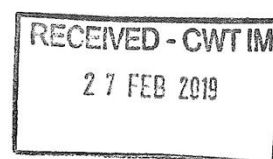
A handwritten signature in cursive script that reads 'Shannon Harrison'.

Shannon Harrison

Ref #: A2215432.....

26 FEB 2019

Scanned - Permanent



PETITION

To the Mayor and Councilors of the City of West Torrens

Part 1.
Head Petitioner (contact person):
Telephone number:
Address:

Shannon Harrison
0432 743 880
15 Surrey Rd
Kerwick SA 5035

Part 2.

The petition of (identify the individuals or group, eg. Residents of the City of West Torrens)

Residents of the City of West Torrens
+ users of Kermond Reserve

Part 3.

Draws the attention of the Council to (identify the circumstances of the case)

Lack of shade over the playground at Kermond Reserve

Part 4.

The petitioners therefore request that the Council (outline the action that the petitioners are requesting Council should or should not take)

Erect a large shade sail over the playground at Kermond Reserve

Part 5.

Please use **CAPTIAL LETTERS**

FULL NAME (i.e. JOHN SMITH)	FULL ADDRESS (i.e. 165 SIR DONALD BRADMAN DRIVE, HILTON, SA, 5031)	SIGNATURE
SHANNON HARRISON	15 SURREY RD, KESWICK SA 5035	S Harrison
Andrew Harrison	15 SURREY RD, KESWICK SA 5035	A Harrison
BRAD BLIND	17 CLIFFORD AVE, KURRALTA PARK SA 5037	B Blind
Tania Tomatos	17 Clifford Ave, Kurralta Park SA 5037	T Tomatos
Elliot & Sarah Keane	7 Tennyson St, Kurralta Park SA 5037	E Keane

5

1

1 of 7

9 DEPUTATIONS

Nil

10 ADJOURN TO STANDING COMMITTEES**RECOMMENDATION**

That the meeting be adjourned, move into Standing Committees 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 5 March 2019 be adopted.

12 ADOPTION OF GENERAL COMMITTEE RECOMMENDATIONS**12.1 City Advancement and Prosperity General Committee Meeting****RECOMMENDATION**

That the Minutes of the City Advancement and Prosperity General Committee held on 26 February 2019 be noted and the recommendations adopted.

13 QUESTIONS WITH NOTICE

Nil

14 QUESTIONS WITHOUT NOTICE

15 MOTIONS WITH NOTICE

15.1 Tree removal in Oakmont Reserve, Novar Gardens

Cr Anne McKay gave notice of her intention to move the following motion:

MOTION

Following the most recent public consultation which occurred with residents that surround the Oakmont Crescent Reserve on its planned upgrade including the removal of a number of the existing Pine trees, that the Council proceed to remove the remaining two (2) identified Pine Trees earmarked to be retained as part of the works scheduled in the coming months. This follows the wishes of the majority of residents surveyed.

Chief Executive Officer Comment

The latest consultation update sent to residents / ratepayers on 17 December 2018 regarding the second stage of the redevelopment of the Oakmont Crescent Reserve, Novar Gardens and the removal of pine trees from the site is available in **Attachment 1**.

Attachments

- 1. City of West Torrens Letter to residents / ratepayers regarding Oakmont Crescent Reserve consultation update**

17 December 2018



TO THE RESIDENT / RATEPAYER

Dear Sir / Madam,

Oakmont Crescent Reserve consultation update

During August 2018, the City of West Torrens sought feedback regarding the second stage of the redevelopment of the Oakmont Crescent Reserve, Novar Gardens. In total 15 households located adjacent the reserve provided feedback to Council.

An important element of the consultation was to seek feedback regarding the potential removal of pine trees from the site. The following is a summary of responses received:

- 9 of 15 residents strongly supported the removal of all pine trees;
- 3 of 15 residents opposed the removal of all pine trees, with 2 (of the 3 residents) adding they would be happy with a compromise of some pine tree removal;
- 3 of 15 residents did not comment on the trees in their response.

Additional suggestions were also received for the reserve with strong support to continue the footpath through the second stage, the inclusion of a picnic table and/or park bench and the inclusion of a garden bed with native plants.

As a result of the feedback received and further investigation by Council officers', an updated concept plan for the second stage of the reserve redevelopment has been developed (enclosed).

The Stage 2 concept proposes to retain two pine trees and the eucalypt trees (subject to arborist assessment). The footpath will be continued through the second stage of the reserve as will the lawn area. A bench seat will be installed and a native garden bed area is proposed along the eastern edge of the site.

Council is planning to undertake the works associated with the reserve upgrade in the first quarter of 2019.

We appreciate the feedback received from residents on the second stage of the Oakmont Crescent Reserve redevelopment and look forward to successfully implementing a mutually agreed plan for the remainder of the reserve in 2019.

Should you have any further queries on this matter please do not hesitate to contact Rick Johnston, Coordinator Horticulture Services on (08) 8416 6333 or via csu@wtcc.sa.gov.au.

Yours sincerely,

A handwritten signature in black ink, appearing to be 'Peter Richardson', with a long horizontal line extending to the right.

Peter Richardson
Manager City Operations

Enc Concept plan
cc Morphett Ward Councillors - Cr Anne McKay & Cr David Wilton



DRAWING NO: 10 SCALE

Key Features:

- 1 New irrigated turf area
- 2 Prune & retain large existing trees with good form & structure
- 3 New tree planting to provide seasonal shade and amenity
- 4 Replace Ornamental Pear trees along Miller Court

Legend:

- New tree
- Retain existing trees. Arborist to confirm trees are structurally sound prior to works commencing on site
- Eucalyptus
- Pine
- Remove existing pine rail fence
- New native garden bed
- New paved footpath
- New irrigated turf
- New bench seat



Level 1, 64 Hindmarsh Square
Adelaide SA 5000
08 8406 1300
www.greenhillaustralia.com.au



GREENHILL
City of West Torrens

PROJECT

OAKMONT CRESCENT RESERVE

DRAWING

LANDSCAPE CONCEPT

PROJECT NUMBER

15-1192

DATE

22.11.18

REVISION

0

16 MOTIONS WITHOUT NOTICE

17 REPORTS OF THE CHIEF EXECUTIVE OFFICER

17.1 Nominations sought for the South Australian Meat Food Safety Advisory Committee

Brief

The Local Government Association has advised that Biosecurity SA is seeking nominations for a local government member and deputy member on the South Australian Meat Food Safety Advisory Committee for a term commencing on 1 April 2019.

RECOMMENDATION

It is recommended to Council that:

Mr/s be nominated to the South Australian Meat Food Safety Advisory Committee.

Or

The report be received

Introduction

Biosecurity SA has written to the Local Government Association (LGA) requesting nominations for a local government member and deputy member on the South Australian Meat Food Safety Advisory Committee for a term commencing on 1 April 2019.

Discussion

The South Australian Meat Food Safety Advisory Committee (Committee) is established pursuant to the *Primary Produce (Food Safety Schemes) (Meat Food Safety Advisory Committee) Regulations 2005*.

The role of the Committee is to provide advice to the Minister of Agriculture, Food and Fisheries on matters relating to meat safety. Further information about the role of the Committee may be found in the Committee's Strategic Plan (**Attachment 1**).

LGA have advised that nominations are being sought for a local government member and deputy member to the Committee (**Attachment 2**).

Membership of the Committee

The LGA nominated person currently on the Committee is Mrs Katie Kato of Adelaide Hills Council. Mrs Kato's term expires on 31 March 2019 and she is eligible for re-appointment.

Appointments to the South Australian Meat Food Safety Advisory Committee are for a period of 3 years, commencing 1 April 2019 to 31 March 2022.

Committee Meetings

The Committee normally meets from 9.30am to 12.30pm, two times per year at a metropolitan venue. Sitting fees of \$206 per four hour session are payable.

Selection Criteria

LGA nominees must be authorised officers appointed to a council under the *Food Act 2001*.

Experience in meat inspection and/or the meat industry would be advantageous as would tertiary qualifications relevant to public health or food safety.

Nominations addressing the selection criteria in Part A (**Attachment 3**) must be forwarded using the Part B Nominations to Outside Bodies form (**Attachment 4**) to the LGA by 12 noon on Wednesday 20 March 2019. A copy of a current resume must be included with the application.

The LGA Board of Directors will consider those nominations received at its Thursday 21 March 2019 meeting.

Conclusion

The Local Government Association seeking nominations for a local government member and deputy member on the South Australian Meat Food Safety Advisory Committee by 12 noon on Wednesday 20 March 2019.

Attachments

1. **SA Meat Food Safety Advisory Committee Strategic Plan 2010 - 2020**
2. **LGA Circular 7.7 - Nominations to the SA Meat Food Safety Advisory Committee**
3. **Part A - Nominations to the SA Meat Food Food Safety Advisory Committee**
4. **Part B - Nomination Form for the SA Meat Food Safety Advisory Committee**

SOUTH AUSTRALIAN MEAT FOOD SAFETY ADVISORY COMMITTEE
STRATEGIC PLAN 2010-2020

Introduction

The *Primary Produce (Food Safety Schemes) (Meat Food Safety Advisory Committee) Regulations 2005* was gazetted on 8 December 2005 to establish the South Australian Meat Food Safety Advisory Committee to advise the Minister on the passage of the new legislation.

The *Primary Produce (Food Safety Schemes) (Meat Industry) Regulations 2006* came into force in June 2006, replacing the *Meat Hygiene Act 1994* which was repealed. With the repeal of the Act the South Australian Meat Hygiene Advisory Council ceased to exist.

The role of the Meat Hygiene Advisory Council was taken over by the South Australian Meat Food Safety Advisory Committee.

The Strategic Plan 2010-2020 continues to build on the foundation established by the Meat Hygiene Advisory Council in providing a framework of cooperation between the meat industry and the regulatory agencies in advising the Minister on meat safety in South Australia.

The Strategic Plan is a 'living' document in that it will continually change with the introduction of new technology and research in food safety that has implications for the meat industry.

SOUTH AUSTRALIAN MEAT FOOD SAFETY ADVISORY COMMITTEE STRATEGIC PLAN 2010-2020

From Past to Present

Legislation specific to the meat industry was introduced with the *Meat Hygiene Act 1980* that regulated the processing of animals in abattoirs and slaughterhouses. The Meat Hygiene Unit was formed within the Department of Agriculture to administer the legislation.

The Meat Hygiene Unit provided the inspection service to the slaughterhouses that services the local rural communities. The Commonwealth through the Australian Quarantine and Inspection Service provided the inspection service in both export and domestic abattoirs.

The legislation established the Meat Hygiene Authority consisting of three members to determine applications for licences and to review and report annually to the Minister on matters relating to the standards of hygiene and sanitation at slaughtering works.

The Meat Hygiene Act 1980 also allowed for the appointment of a 'Meat Hygiene Consultative Committee' to advise the Authority on matters relating to the administration of the Act.

The *Meat Hygiene Act 1980* was restricted to the slaughtering of animals and poultry both for human consumption and for pet food. The further processing of meat for wholesale through to retail sale was administered by Local Government.

A New Beginning

The new *Meat Hygiene Act 1994* broadened the legislation to include the processing of game meat, along with boning out and further processing, manufacturing of smallgoods and storage of meat and meat products (including poultry) for wholesale.

The transportation of meat and meat products along with game meat field processing operations were later included in the meat hygiene program.

The Act also established the South Australian Meat Hygiene Advisory Council that replaced both the Meat Hygiene Authority and the Meat Hygiene Advisory Committee. The role of the Advisory Council was to advise the Minister on the administration of the Act and other matters relating to meat hygiene in South Australia.

A review of the *Meat Hygiene Act 1994* was completed in September 2000. The review was undertaken as part of States responsibility to assess legislation against the National Competition Policy Agreement.

One of the principle recommendations of the review was the broadening of the scope of the Meat Hygiene Act to cover retail meat processing operations, including supermarkets.

Legislation to include retail meat processing operations under the Meat Hygiene Act 1994 came into effect in July 2004. The processing of meat and meat products for retail sale was previously under the control of Local Government.

The Present

The *Primary Produce (Food Safety Schemes) Act 2004* came into effect in August 2005 with gazettal of regulations for the dairy food safety scheme. The Act brought together existing

SOUTH AUSTRALIAN MEAT FOOD SAFETY ADVISORY COMMITTEE
STRATEGIC PLAN 2010-2020

primary industry food safety legislation into one Act so that sector specific food safety schemes could be established as Regulations.

Each scheme defines the food safety requirements and administrative arrangements for an industry sector and can be tailored to the sector and the specific risks involved. A food safety schemes for the meat industry was developed as Regulations.

The Primary Produce (Food Safety Schemes) (Meat Food Safety Advisory Committee) Regulations 2005 created the South Australian Meat Food Safety Committee to advise the Minister on the new meat food safety scheme and its passage into Regulation. Having completed this task the role of the Committee reverted to advise the Minister on the new meat food safety scheme and other matters relating to meat safety in South Australia

The Primary Produce (Food Safety Schemes) (Meat Industry) Regulations 2006 took effect from July 2006. The Regulations that established the meat food safety scheme was based on the *Meat Hygiene Act 1994* and the *Meat Hygiene Regulations 1994* that were repealed.

The meat food safety scheme primarily carried over the food safety arrangements that had operated in the meat industry under the former *Meat Hygiene Act 1994*.

Meat processors still needed to comply with the relevant Australian Standards, Code and Guidelines, which specify the minimum hygiene arrangements and require food safety arrangements for **all** meat processing businesses.

The Meat Hygiene Unit

The Meat Hygiene Unit within the Food Safety Program, a section of Primary Industries and Resources SA (PIRSA) is responsible for the administration and enforcement of the *Primary Produce (Food Safety Schemes) (Meat Industry) Regulations 2006*. The Unit provides policy advice to the Minister, manages the meat food safety program, oversees the audit and inspection of the domestic meat industry, and has overall responsibility for ensuring compliance by industry with national standards.

SOUTH AUSTRALIAN MEAT FOOD SAFETY ADVISORY COMMITTEE
STRATEGIC PLAN 2010-2020

The Time Line

- 1980** Meat Hygiene Act 1980 and Regulations
- ◆ Meat Hygiene Authority
 - ◆ Meat Hygiene Consultative Committee
 - ◆ Abattoirs
 - ◆ Slaughterhouses
 - ◆ Poultry (slaughtering) **1986**
 - ◆ Pet Food **1984**
- 1984** Pet Food Regulations 1984
- 1986** Poultry Meat Hygiene Regulations 1986
- 1994** Meat Hygiene Act 1994 and Regulations
- ◆ South Australian Meat Hygiene Advisory Council
 - ◆ Animal Processing (slaughtering)
 - ◆ Poultry Processing
 - ◆ Pet Meat Processing
 - ◆ Boning Out &/or Further Processing (wholesale)
 - ◆ Manufacturing of Smallgoods
 - ◆ Cold Storage
 - ◆ Game Meat
 - ◆ Transport **1997**
 - ◆ Game Meat Field Processing **1998**
 - ◆ Retail Meat Processing **2004**
- 2000** National Competition Policy Agreement review of Meat Hygiene Act 1994
- 2004** Meat Hygiene Act 1994 amended to include retail meat processing
- 2005** Primary Produce (Food Safety Schemes) Act 2004
- 2005** Primary Produce (Food Safety Schemes) (Meat Food Safety Advisory Committee) Regulations 2005
- ◆ South Australian Meat Food Safety Advisory Committee **2006**
- 2006** Primary Produce (Food Safety Schemes) (Meat Industry) Regulations 2006

SOUTH AUSTRALIAN MEAT FOOD SAFETY ADVISORY COMMITTEE
STRATEGIC PLAN 2010-2020

Our Vision

Working together to maintain industry and consumer confidence in South Australia's meat supply through excellence in meat hygiene and food safety

SOUTH AUSTRALIAN MEAT FOOD SAFETY ADVISORY COMMITTEE
STRATEGIC PLAN 2010-2020

Our Mission

The South Australian Meat Food Safety Advisory Committee is an industry based statutory body established to –

- **provide advice to the Minister** on the administration of the *Primary Produce (Food Safety Schemes) (Meat Industry) Regulations 2006*, and on other matters relating to meat safety in South Australia.
- **provide a forum** that strengthens linkages and communication throughout the meat industry, local government, other State Departments and Commonwealth authorities.
- **promote a partnership** approach between industry and government
- **represent the views of industry** on national forums, and communicate feedback to the industry in South Australia.

SOUTH AUSTRALIAN MEAT FOOD SAFETY ADVISORY COMMITTEE
STRATEGIC PLAN 2010-2020

Core Factors Influencing Industry's Success

The South Australian Meat Food Safety Advisory Committee has identified the following core factors as being critical to the meat industry's success and prosperity

- **Promoting Industry Ownership**
Involving all sectors of the meat industry

Strategy 2 Industry Ownership and Participation
Enable industry to actively participate in the success of meat hygiene and safety in South Australia.
- **Developing Partnerships**
Industry and Government working together with confidence

Strategy 1 Ongoing Review of Regulatory Infra-structure
Provide strategic advice to the Minister on legislation affecting meat safety and hygiene and the likely impact to the meat industry

Strategy 7 Improving the Cost Effectiveness of Meat Hygiene and Safety for Industry
Improve the cost effectiveness of meat hygiene and safety
- **Setting Standards**
Confidently striving to achieve the highest possible standards within Industry and Government

Strategy 3 Meat Safety – Paddock to Plate
Promoting a whole of chain approach to meat hygiene and safety
- **Providing Leadership**
Nationally recognised as leaders in meat hygiene and safety

Strategy 4 Improving Technological and Scientific Standards
Maintaining South Australia's position as a leader in meat hygiene and safety
- **Striving for Excellence**
Advising of the best skills and technology available to industry

Strategy 5 Consistent Application and Enforcement of Legislative Requirements
Improving the consistency and uptake of National Standards
- **Increasing Confidence**
Strengthening and raising industry confidence in the regulatory system, the meat industry and in meat products

Strategy 6 Consumer Confidence
Enhance Consumer Confidence

SOUTH AUSTRALIAN MEAT FOOD SAFETY ADVISORY COMMITTEE
STRATEGIC PLAN 2010-2020

Strategic Directions

These strategic directions highlight our priorities and pin-point the goals upon which we will measure our success.

1. Ongoing Review of Regulatory Framework

The *Primary Produce (Food Safety Schemes) (Meat Food Safety Advisory Committee) Regulations 2005* came into effect to create the South Australian Meat Food Safety Advisory Committee. The Meat Food Safety Advisory Committee replaced the Meat Hygiene Advisory Council that ceased to exist when the *Meat Hygiene Act 1994* was repealed in 2006. The *Primary Produce (Food Safety Schemes) (Meat Industry) Regulations 2006* then became the principle legislation for the meat processing industry in South Australia.

The *Primary Produce (Food Safety Schemes) (Meat Industry) Regulations 2006*

- mandates that anyone processing meat for sale to be accredited with the Meat Hygiene Unit of the Department of Primary Industries and Resources SA.
- provides for the adoption, by industry, of approved food safety programs.
- provides a uniform national approach to the safe and hygienic processing of meat and meat products through compliance with the various Australian Standards.

Australian Standards

The Australian Standards, outlining the minimum requirements for the processing of meat and meat products in Australia, are incorporated by reference in the Regulations.

GOAL 1

Provide strategic advice to the Minister on legislation affecting meat safety and hygiene and the likely impact to the meat industry of –

- proposed changes to the Regulations, including
 - Australian Standards
 - Codes of Practice
 - Industry Guidelines
- other matters relating to meat safety in South Australia

TARGETS

- The Minister to receive a copy of the minutes of each meeting of the Meat Food Safety Advisory Committee
- Provide advice to the Minister on the review of legislation
 - Primary Produce (Food Safety Schemes) Act 2004
 - Primary Produce (Food Safety Schemes) (Meat Food Safety Advisory Committee) Regulations 2005
 - Primary Produce (Food Safety Schemes) (Meat Industry) Regulations 2006

SOUTH AUSTRALIAN MEAT FOOD SAFETY ADVISORY COMMITTEE
STRATEGIC PLAN 2010-2020

2. Promoting Industry Ownership and Participation

Industry should embrace the success of the reforms of the meat industry in South Australia and be encouraged to participate in the future development of the industry.

The achievements, thus far, have been accomplished through a co-regulatory framework built on the cooperation and trust between industry and government.

Representatives on the Meat Food Safety Advisory Committee are encouraged to communicate with their respective industry sectors and regulatory agencies on matters relating to meat safety in South Australia.

As a major stakeholder in the PIRSA meat hygiene program the meat industry should feel they are owners of the program.

GOAL 2

Encourage industry to actively participate in the success of meat hygiene and safety in South Australia through –

- an effective mechanism for communication
- cooperation between industry and government
- representation and active participation on the Meat Food Safety Advisory Committee

TARGETS

- the Meat Food Safety Advisory Committee to meet at least 3 times each year.
- an equal number of males and females represented on the Advisory Committee.
- members to receive a copy of the minutes of meetings of the Advisory Committee.
- members of the Advisory Committee to receive copies of the circulars issued by the Meat Hygiene Unit.
- members to disseminate information back to their respective organisations and constituents.

SOUTH AUSTRALIAN MEAT FOOD SAFETY ADVISORY COMMITTEE
STRATEGIC PLAN 2010-2020

3. Meat Safety – Paddock to Plate

Food safety programs commensurate with the level of risk should be maintained from the farm paddock to the retail sector. All meat products should be appropriately labelled to assist in the trace of the product back to the manufacturer and ultimately to the farm paddock.

Consumers expect the highest possible standards in producing meat and meat products that are safe and suitable for human consumption.

GOAL 3

- ensuring the consistent application and review of HACCP based food safety programs across all sectors of the meat industry

TARGET

- all accredited operations to have an approved meat safety program
- all food safety programs to be audited by the Meat Hygiene Unit or an external 3rd party audit agency.
- the frequency of audits to be commensurate with the risk of the operation

SOUTH AUSTRALIAN MEAT FOOD SAFETY ADVISORY COMMITTEE
STRATEGIC PLAN 2010-2020

4. Improving Technical and Scientific Standards

South Australia's meat processors have been proactive in the implementation and maintenance of HACCP based food safety programs. These programs must be constantly reviewed and upgraded if South Australia is to maintain a position as a leader in meat hygiene and safety.

The consistent application and compliance with national standards that are themselves subject to continual review will increase the opportunities for businesses to market their product interstate and overseas.

GOAL 4

- ensuring the continuous improvement in food safety and verification of food safety programs.
- ensuring that food safety programs are commensurate with the risks associated with the operation.
- ensuring the consistent application of HACCP requirements with other food regulations and regulatory agencies.
- initiating service agreements with other regulatory agencies.
- pursuing scientific excellence in meat safety.
- improving the monitoring and investigation of product-borne disease.
- monitoring the trends in foods, other than meat, handled by meat processors.
- promoting South Australian meat hygiene standards nationally.

TARGET

- ensuring industry research and development is considered and incorporated in the development of standards.

SOUTH AUSTRALIAN MEAT FOOD SAFETY ADVISORY COMMITTEE
STRATEGIC PLAN 2010-2020

5. Consistent Application and Enforcement of Legislative Requirements

All South Australian meat processors are recognised as complying with the Australian Standards, the minimum requirements for processing meat in Australia.

There are national guidelines and protocols for the auditing of businesses carried out by regulators to ensure a consistent approach. These include minimum qualifications for the auditing of high risk businesses. In many cases audits carried out by external 3rd party auditors will be recognised to minimise duplication. However, the auditing of all high risk businesses will be carried out by the PIRSA Meat Hygiene Unit.

All meat processors have implemented and are maintaining food safety programs commensurate with the risks associated with their operation.

GOAL 5

Improve the consistent implementation of Australian Standards by –

- advising on the development and consistent application of Australian Standards across all sectors of the meat industry.
- ensuring an ongoing, consistent and rigorous enforcement of standards and regulations.
- ensuring that auditors have the appropriate qualifications and skills for the audits undertaken.
- engender a positive image of audit staff.

TARGETS

- South Australia is an active participant in the development of food safety standards.

SOUTH AUSTRALIAN MEAT FOOD SAFETY ADVISORY COMMITTEE
STRATEGIC PLAN 2010-2020

6. Consumer Confidence

Consumers should be confident that meat and meat products have been manufactured to the highest possible standards and animals have been humanely treated and not suffered unduly. The Standards of hygiene and construction in which businesses operate are rigorously enforced to ensure public safety.

Consumer confidence has a direct relationship to market share and quantity of meat and meat products sold to the consumer in South Australia.

GOAL 6

Enhance consumer confidence by –

- raising consumer understanding of meat safety issues.
- raising consumer awareness of good hygiene practices.
- demonstrating that meat standards are effective in ensuring the production of safe meat.
- educate the consumer about meat regulations and meat safety.

TARGETS

- reduction in the number of reported cases of food borne illnesses attributed to the consumption of meat and meat products.

SOUTH AUSTRALIAN MEAT FOOD SAFETY ADVISORY COMMITTEE
STRATEGIC PLAN 2010-2020

7. Improving the Cost Effectiveness of Meat Hygiene and Safety for Industry

Meat safety is non-negotiable and should be implemented from farm paddock to the consumer's plate. A whole of chain approach to meat safety will reap the benefits of consumer confidence, industry growth and prosperity.

The meat hygiene program is designed to minimise the risk of food borne illness from meat or meat products.

This is achieved through industry and government working together to ensure industry compliance with the Australian Standards enforced by regulation. The cost of running the meat safety program is shared by both industry and government.

GOAL 7

Improve the cost effectiveness of meat hygiene and safety by –

- implementing compliance and statutory meat hygiene functions which are cost effective to industry.
- reducing the duplication of audits.

TARGETS

- fees and charged associated with the meat hygiene program are increased annually CPI in accordance with Treasury instructions.



Circulars

Nominations sought for the South Australian Meat Food Safety Advisory Committee - Circular 7.7

To
**Chief Executive Officer
Environmental Health Staff**

Date
14 February 2019

Contact
Belinda Caruana
Email: Belinda.Caruana@lga.sa.gov.au

Response Required
Yes

Respond By
20 March 2019

Summary
Biosecurity SA is seeking LGA nominations for a local Government member and deputy member on the South Australian Meat Food Safety Advisory Committee for a term commencing on 1 April 2019.

The South Australian Meat Food Safety Advisory Committee is pursuant to the [Primary Produce \(Food Safety Schemes\) \(Meat Food Safety Advisory Committee\) Regulations 2005](#). The LGA nominees must be authorised officers appointed to a council under the [Food Act 2001](#).

The role of the South Australian Meat Food Safety Advisory Committee is to provide advice to the Minister for Agriculture, Food and Fisheries on matter relating to meat safety. The [Strategic Plan](#) outlines the terms of reference and the role of the Advisory Committee.

Appointments to the South Australian Meat Food Safety Advisory Committee are for a period of 3 years, commencing 1 April 2019 to 31 March 2022. The LGA nominated person currently on the Committee is Mrs Katie Kato of Adelaide Hills Council. Mrs Kato's term expires on 31 March 2019 and she is eligible for re-appointment.

The Committee normally meets from 9.30am to 12.30pm, two times per year at a metropolitan venue. Sitting fees of \$206 per four hour session are payable. Members living outside the metropolitan planning area of Adelaide (ie. rural and country areas) may also claim for accommodation, meals and mileage at public sector rates to attend meetings.

LGA nominations on outside bodies will, unless determined otherwise by the LGA Board of Directors, be currently serving council members or council staff. Click to view the [LGA Nominations to Outside Bodies policy](#).

Nominations addressing the selection criteria provided in [Part A](#) for the South Australian Meat Food Safety Advisory Committee must be forwarded to lga@lga.sa.gov.au by a council using the attached [Part B](#) by 12 noon Wednesday 20 March 2019.

The LGA Board will consider nominations received at its meeting on Thursday 21 March 2019.

Nominations to Outside Bodies - Part A

SA Meat Food Safety Advisory Committee	
Legal Status of Body	Advisory Committee
Summary Statement	The SA Meat Food Advisory Committee advises the Minister on the focus and direction for meat safety and related issues.
Selection criteria	
<i>The following selection criteria must be addressed when completing Part B</i>	
Qualifications <i>(formal qualifications relevant to the appointment)</i>	Nominees must be an authorised officer appointed to council under the <i>Food Act 2001</i>
Industry Experience	Experience in meat inspection and/or the meat industry would be advantageous.
Board / Committee Experience	Experience in the operation of boards or committees would be advantageous.
Key Expertise <i>(other relevant experience i.e. those requirements established for a Board/Committee under an Act)</i>	<ul style="list-style-type: none"> • Tertiary qualifications relevant to public health or food safety would be advantageous • Sound knowledge of issues pertaining to food safety and meat hygiene • Understanding of meat hygiene legislative frameworks
Liability and indemnity cover	
<i>The LGA requires that persons appointed to outside bodies be appropriately insured throughout the period of their appointment and seeks to collect details of the insurances provided by the outside body (on an annual basis)</i>	
Insurance information (Certificates of Currencies or equivalent) supplied by the Outside Body	Yes
Insurance Policies are valid & current	Yes



Local Government Association
of South Australia

The voice of local government.

Nominations to Outside Bodies - Part B

This form:

- must not exceed 2 pages;
- must be submitted by a council;
- must be emailed in PDF format to lgasa@lga.sa.gov.au; and
- upon receipt at the LGA, will be acknowledged by return email.

SA Meat Food Safety Advisory Committee

Council details			
Name of council submitting the nomination			
Name of council officer submitting this form – refer LGA Policy	Name:		
	Position:		
	Email:		
	Telephone:		
Nominee details			
Name of Nominee			
<input type="checkbox"/> Current Elected Member		or	<input type="checkbox"/> Current council officer
Home / Postal Address			
Phone		Mobile:	
Email			
Is a CV attached or will it be forwarded separately?			
Information relevant to the appointment sought			
(address the selection criteria from Part A)			
Qualifications:			
Industry Experience:			
Board/Committee Experience:			
Key Expertise:			
Any other comments:			
Undertaking:			

ECM 670939

Local Government Association of South Australia



Local Government Association
of South Australia

The voice of local government.

The LGA Board resolved in January 2015 to ensure that appointees to external Boards and Committees remain current local government members or officers. If you leave local government for any reason during the term of your appointment, are you prepared to resign your appointment if requested to do so by the LGA?

Yes ☐ No ☐

Signature of Nominee: _____

17.2 ALGA National General Assembly of Local Government 2019

Brief

The Australian Local Government Association (ALGA) has advised that the 2019 National General Assembly (NGA) will be held in Canberra from 16 to 19 June 2019 and registrations are now open to attend.

RECOMMENDATION

It is recommended to Council that:

1. Subject to their confirmation, Council approves the attendance of Mayor Coxon and Cr/s at the ALGA National General Assembly being held at the National Convention Centre in Canberra from 16 to 19 June 2019.
2. Expenses be reimbursed in accordance with Council policy; and
3. Subject to their confirmation, Council approves the attendance of the spouse/partner of an attending Elected Member and further, consistent with Council policy, that costs other than airfares be met by Council.

Introduction

The Australian Local Government Association (ALGA) has advised that the 2019 National General Assembly (NGA) will be held in Canberra from 16 to 19 June 2019.

Discussion

The ALGA NGA is a major national event on the Local Government calendar and attracts mayors, councillors and senior management from councils across Australia.

This year's NGA theme is 'Future Focused' and celebrates past achievements to mark the NGA's 25th anniversary whilst firmly focused on the future. The theme acknowledges that change is constant and everywhere be it digital transformation, community activism, ageing demographics, population policies, planning overlays, voice recognition, artificial intelligence and even self-driving cars are just around the corner. Layers of complexity are added by attitudes to climate change, energy generation, cost shifting and tax distributions. Not to mention increasing community expectations about the level and types of services and infrastructure provided by councils.

Registrations to attend the NGA are now open with early bird registrations available between now and 10 May 2019 at a cost of \$989.00.

Standard registration, for payment received before 7 June 2019 is \$1099.00 and late registrations taken after 7 June 2019 are \$1199.00.

Accompanying partner registration is \$280.00.

The full program and further registration information can be found in **Attachment 1**.

Return flights to Canberra from Adelaide are approximately \$500-700 return depending on the flight departure time. Accommodation at the Crowne Plaza is \$325 per night however cheaper options are available but are further away from the Conference venue.

Conclusion

The Australian Local Government Association (ALGA) has advised that the 2018 National General Assembly (NGA) will be held in Canberra from 17 to 20 June 2018 and that registrations are now open to attend.

Attachments

1. **2019 ALGA NGA Program and Registration information**



Great Benefits of NGA



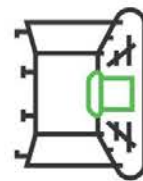
Experts and influencers

- Meet experts and influencers face to face.



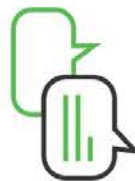
60+ exhibitors

- Encounter over 60 exhibitors with innovative and new solutions specifically to address Local Government issues.



Largest national conference

- for Local Government held in Australia with over 870 delegates.



140+ motions debated

- Over 140 motions debated and used to engage with 24 Ministers and Federal portfolios.



15+ networking hours

- Over 15 hours available to network with other local Government leaders.

NGA 19

Charity Partner

SOLDIER ON

Foundation Sponsors

McArthur
Best People Fit

Platinum Sponsors

PALADIN
RISK MANAGEMENT SERVICES

JLT

Australian Government
Department of Infrastructure,
Regional Development and Cities

Wood Solutions
WOODSOLUTIONS.COM.AU

**Future
Focused**

NGA

25 Years of NGA

Key Dates:

Submissions of Motions for Debate
By 1159pm Friday 29 March 2019

Early Bird Registration
On or before Friday 10 May 2019

Standard Registration
On or before Friday 7 June 2019

Late Registration
After Friday 7 June 2019



President Welcome

National General Assembly
16 – 19 June 2019

Dear Colleagues,

It is my pleasure to invite you to the **2019 National General Assembly of Local Government at the National Convention Centre in Canberra on 16 to 19 June.**

This year we are Future Focused as we mark the NGA's 25th anniversary, celebrating past achievements whilst firmly focused on the future.

Our theme this year acknowledges that change is constant - and we know you want your council to be positioned to seize the opportunities and reap the rewards for your communities.

Change is everywhere be it digital transformation, community activism, ageing demographics, population policies, planning overlays, voice recognition, artificial intelligence and even self-driving cars are just around the corner. Layers of complexity are added by attitudes to climate change, energy generation, cost shifting and tax distributions. Not to mention increasing community expectations about the level and types of services and infrastructure provided by councils.

It is up to each and every council to understand these developments, work through the challenges, and find the best way to shape their response to

their communities. The NGA this year will consider what councils can do today to get ready for the challenges, opportunities and changes that pave the path ahead.

As part of our exciting program, delegates can look forward to hearing from leading politicians; receiving deep insights from nation-leading experts; being inspired by keynote speakers at the forefront of community engagement and crowd-powered communities; and concurrent sessions exploring housing affordability and density pressures; community harm and waste. Together we will ignite thought-provoking discussions about what can be expected as we look to the future.

Previous NGAs have provided participants with experiences, inspiration, information and an abundance of tools and techniques to take back and apply in their councils. This year will be no exception.

This year's NGA will also be held just after the next federal election. Before the dust settles, join us to make sure the incoming government is focussed on the future of our sector and the future prosperity and wellbeing of our communities. When we come together, the power of our collective voices working to sustain vital funding and programs for local government cannot be denied - it is an unmissable opportunity for your council's voice to be heard.

The NGA is the only event on the local government calendar that truly brings councils, staff and industry together nationwide to advocate, network, celebrate, learn and build strategic relationships that, collectively, will position participants at the forefront of local governance in Australia.

Are you Future Focused?



Mayor David O'Loughlin
ALGA President

2019 Speakers

Keynote Speakers



KAREN MIDDLETON
Political Commentator

The ins-and-outs for Local Government post-election.



KURT FEARNLEY

Paralympic Champion

An incredible story of drive and courage who will also provide insights into the opportunities to improve services for the disabled.



KYLE COCHRAN

Community Engagement Specialist

A fantastic presenter that makes understanding community engagement a pleasure through practical examples and humour.



STEVE SAMMARTINO

Australian Futurist, Author, Technologist and Speaker

Futurist, whose energy and passion will challenge current thinking and what to anticipate in the future.



GRETEL KILLEEN

TV Personality

Gretel's knack for humorous story telling draws on her family farming background and varied TV hosting experiences.



NATALIE EGLTON

CEO — Foundation for Rural and Regional Renewal

Natalie works with philanthropists, business and government to strengthen rural, regional and remote communities.



DR ERIN LALOR

CEO — Alcohol and Drug Foundation

Providing insights on how councils are achieving great outcomes in reducing drug and alcohol use in their communities.



DR JÓN SIGFÚSSON

Drug Prevention in Iceland

An international perspective on how to tackle youth drug use.

Provisional Program

2019 National General Assembly
16 — 19 June

National Convention Centre
Canberra

Future Focused
25 Years of NGA

SUNDAY 16 JUNE

08:00am	Registration Opens
09:00pm 07:00pm	Welcome Reception

MONDAY 17 JUNE

09:00am	Opening Ceremony/ Wally Ball — Welcome to Country
09:20am	ALGA President Opens the Assembly
09:30am	Prime Minister Address
10:00am	ALGA President Address
10:30am	MORNING TEA
11:00am	Keynote Address Karin Middleton — How did Local Government Fair Post Election
11:45am	Panel of Mayors Opportunities for Local Government Post Election
12:30pm	LUNCH
01:30pm	Keynote Address Steve Sammartino — Crowded Powered Communities <i>Exploring a future where the way forward is about finding over the technology tools of design and production to those who populate our communities.</i>
02:30pm	Councils Using Technology to Excel
03:00pm	AFTERNOON TEA
03:30pm	Debate on Motions
04:30pm	Federal Minister for Local Government
04:55pm	ALGA President Close
07:00pm	Networking Dinner: Australian War Memorial

TUESDAY 18 JUNE

09:00am	Keynote Address Andrew Beer: Dean of Research and Innovation UNSW — The Role of Local Government in Housing Australians in the 21st Century
10:30am	Keynote Address Kylie Cochrane: Global Leader in Community Engagement — Engaging with your community into the future
11:00am	MORNING TEA
11:30am	Debate on Motions
12:30pm	LUNCH
01:30pm	Concurrent Sessions Housing your Community TBC Reducing Community Harm Dr Jon Sigthsson — Working with local government in alcohol and drug misuse in youth — a preventative approach from Iceland Dr Erin Lalor — Local Drug Action Teams — an Australian community led approach to alcohol and drug misuse Built Environment in Your Community TBC Your Community, Your Environment TBC
03:00pm	AFTERNOON TEA
03:30pm	Leader of the Opposition Address
04:00pm	Debate on Motions
07:00pm 11:00pm	National General Assembly Dinner To be announced

WEDNESDAY 19 JUNE

09:00am	The Great Odds Raymond, Cliff Shilling, Rita Capping
10:00am	David Pich: CEO, Institute of Managers and Leaders — Leadership Matters
10:30am	MORNING TEA
11:00am	Keynote Address Kurt Fearnley — Overcoming the Odds
12:00pm	ALGA President's Close — ALGA National Lobbying Priorities
12:30pm	LUNCH

PROVISIONAL
PROGRAM

2019 REGIONAL COOPERATION
AND DEVELOPMENT FORUM

SUNDAY 16 JUNE

NATIONAL CONVENTION CENTRE
CANBERRA

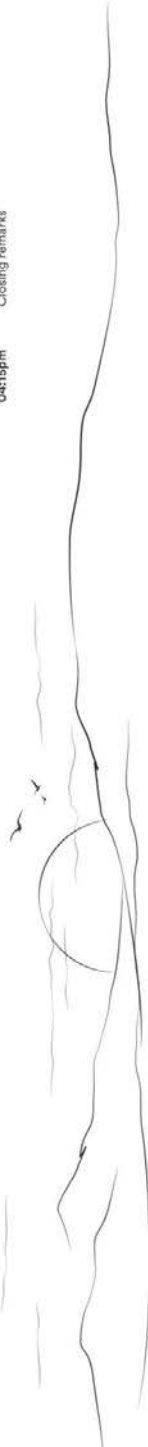
REGIONS ARE DYNAMIC, MOVING THROUGH BOOM AND
BUST CYCLES AND TIMES OF GROWTH AND DECLINE.
WITH CASE STUDIES AND FACILITATED HYPOTHETICAL
SESSIONS AND Q&A PANELS OF INDUSTRY EXPERTS, THIS
YEAR'S FORUM FOCUSES ON 2 MAIN THEMES:

BOOM OR BUST: THE REGIONAL YO-YO DIET
The rising pressures of rapidly growing regions, and those
in decline, who are the winners and losers and how it relates
to housing, youth, immigration and social cohesion, the
impact of drought, funding and resilience.

CONNECTED COMMUNITIES
Digital readiness, the importance of social connectivity
in a digital world, transport linkages and the challenges
of digital demography with large, geographically-dispersed
communities.

SUNDAY 16 JUNE	
09:30am	Wally Bell — Welcome to Country
09:40am	ALGA's President Opening
09:50am	Keynote Address Gretel Killean — Personal experiences in our regions, setting the scene and hypothetical introduction
10:05am	Boom or Bust: the Regional Yo-Yo Diet Examining regional growth and decline related to social cohesion, settlement, impacts of drought and funding
Morning Tea	
11:15am	Shadow Minister for Regional Services, Territories and Local Government Address
12:00pm	Q&A Panel How regional leaders are tackling real problems in our rural and regional communities
12:45pm	State of the Regions Report Launch
Lunch	
01:15pm	Connected Communities Exploring digital readiness telecommunications, transport, youth projects and successful Local Government initiatives
Afternoon Tea	
03:30pm	Minister for Regional Development, Territories and Local Government
04:00pm	Closing remarks
04:15pm	

REGIONAL
FORUM 2019



General Registration

GENERAL ASSEMBLY REGISTRATION FEES		INCLUSIONS
Registration Fees — Early Bird Payment received by Friday 10 May 2019	\$989.00	— Attendance at all General Assembly sessions — Morning tea, lunch and afternoon tea as per the General Assembly program
Registration Fees — Standard Payment received on or before Friday 7 June 2019	\$1,099.00	— 1 Ticket to the Welcome Reception: Sunday 16 June
Registration Fees — Late Payment received after Friday 7 June 2019	\$1,199.00	— General Assembly satchel and materials
GENERAL ASSEMBLY REGISTRATION FEES		INCLUSIONS
Monday 17 June 2019	\$529.00	— Attendance at all General Assembly sessions on the day of registration
Tuesday 18 June 2019	\$529.00	— Morning tea, lunch and afternoon tea as per the General Assembly program on that day
Wednesday 19 June 2019	\$280.00	— General Assembly satchel and materials
SUNDAY REGIONAL FORUM REGISTRATION FEES		INCLUSIONS
Forum Only — Sunday 16 June 2019	\$445.00	— 1 Ticket to the Welcome Reception — Sunday 16 June
NGA Delegate Delegates attending the Regional Forum and the NGA are entitled to this discount	\$245.00	— Day 'Tour Take Cruise to Monet' — Monday 17 June — Day 'Tour Pottery and Wine Experience' — Tuesday 18 June — Lunch with General Assembly Delegates — Wednesday 19 June
ACCOMPANYING PARTNERS REGISTRATION FEES		INCLUSIONS
Accompanying Partners Registration Fee	\$280.00	

General Information

Payment Procedures:

Payment can be made by:

Credit Card

MasterCard and Visa

Cheque

Made payable to ALGA

Electronic Funds Transfer

Bank: Commonwealth Bank

Branch: Curbin

BSE No: 062905

Account No: 10097760

NOTE: If paying via EFT you must quote your transaction reference number on the registration form.

Cancellation Policy:

All alterations or cancellations to your registration must be made in writing and will be acknowledged by email. Notification should be sent to:

Conference Co-ordinators

PO Box 4994

Chisholm ACT 2905

Facsimile: 02 6292 9002

E-mail: conference@confco.com.au

An administration charge of \$110.00 will be made to any participant cancelling before Friday 10 May 2019.

Cancellations received after Friday 10 May 2019 will be required to pay full registration fees. However, if you are unable to attend, substitutes are welcome at no additional cost.

By submitting your registration you agree to the terms of the cancellation policy.

Photographs:

During the National General Assembly there will be a contracted photographer; the photographer will take images during the sessions and social functions.

If you have your picture taken it is assumed that you are giving consent for ALGA to use the image.

Images may be used for print and electronic publications.

Privacy Disclosure:

ALGA collects your personal contact information in its role as a peak body for local government. ALGA may disclose your personal contact information to the sponsors of the event for the purposes of commercial business opportunities. If you consent to ALGA using and disclosing your personal contact information in this way, please tick the appropriate box on the registration form.

Importantly, your name may also be included in the General Assembly List of Participants. You must tick the appropriate box on the registration form if you wish your name to appear in this list.

Canberra Weather in June:

Winter days in Canberra are characterised by clear sunny skies but the days are cool at around 12-15C and temperatures do drop to 1C on average in the evenings, so be sure to bring a warm jacket. Mornings can be foggy so keep this in mind when booking flights. It is best to avoid early arrivals or departures in case of delays due to fog.

Coach Transfers:

Welcome Reception and Exhibition Opening — Sunday 16 June 2019
Coaches will collect delegates from all General Assembly hotels (except Crowne Plaza Canberra) at approximately 4.45pm. The return coaches will depart at 7.00pm.

Daily Shuttles to and from the National Convention Centre
A shuttle service between all General Assembly hotels (except Crowne Plaza Canberra) and the National Convention Centre will operate between 8.00am and 8.30am. Return shuttles will depart the National Convention Centre at 9.30pm.

Networking Dinner: Australian War Memorial — Monday 17 June
Coaches will collect delegates from all General Assembly hotels at approximately 6.45pm. A return shuttle service will commence at 10.15pm.

General Assembly Annual Dinner: To be announced — Tuesday 18 June
Coaches will collect delegates from all General Assembly hotels at approximately 6.45pm. A return shuttle service will operate between 10.30pm and 1.1.45pm.

Car Parking:

Parking for delegates is available underneath the National Convention Centre for a cost of approximately \$19.00 per day. Alternatively, voucher public parking is available 300m from the Centre at a cost of approximately \$15.70 per day. The voucher machines accept either coins or credit cards (Visa or MasterCard).

Social Functions

Welcome Reception and Exhibition Opening

Sunday 16 June 2019

Venue: National Convention Centre.
The Welcomes Reception will be held in the exhibition hall and foyer.

05:00pm—07:00pm

\$50.00 per person for day delegates and guests. No charge for full registered delegates. No charge for registered accompanying partners.

Dress Code: Smart casual.

Networking Dinner

Monday 17 June 2019

Venue: Australian War Memorial

The dinner is being held in the Anzac Hall.

07:00pm—11:00pm

\$110.00 per person.

Dress Code: Smart casual.

This year we take the Networking Dinner to the Australian War Memorial, regarded as one of the most significant war memorials worldwide.

Dinner will be held in the Anzac Hall where you can see historical military items such as famous Lancaster bomber G for George in the Striking By Night exhibit, a midsize submarine created from sections of two full-sized submarines in Sydney Under Attack, and world war

aircraft in the Over The Front: The Great War in The Air exhibition.

You are welcome to browse these at your leisure whilst also having the opportunity to network with delegates from other councils and organisations.

Note: Numbers are limited and booking early is highly recommended.

General Assembly Dinner

Tuesday 19 June 2019

Venue: To be announced

07:00pm—11:00pm

\$140.00 per person.

Dress Code:

Lounge suit/collar & tie for men.

Cocktail for women.

Note: Bookings are accepted in order of receipt.

Partner Tours

Monday 17 June 2019

Lake Cruise to Monet

Enjoy the view from the recently refurbished AN Southern Cross Yacht as you cruise around Lake Burley Griffin learning about some of Canberra's landmarks, museums and political landmarks.

After lunch, there will be an opportunity to view the Monet Impression, Sunrise Exhibition at the National Gallery Australia. This exclusive exhibition will feature Monet pieces on lend from Paris and London along with work from artists like J.M.W. Turner. Inspired by the impressionist master.

Tuesday 18 June 2019

Pottery and Wine Experience

Today we will be travelling just out of Canberra to nearby town of Murrumbidgee. Here we will be visiting Hilgrove Pottery where we will be treated to a history of pottery, demonstrations and a tour of the centre.

We will also be joined by local boutique winery, Ivylic Hills Wines, who will provide tastings and the opportunity for you to ask any questions you have ever had in the process of wine making.

We will then begin making our way back to Canberra with a stop for lunch along the way.

Accommodation

Crowne Plaza

1 Binsara Street, Canberra

The Crowne Plaza is adjacent to the Convention Centre.

Twin option at the hotel consists of two double beds.

Superior Room \$325 per night.

— Single/twin/double

Deluxe Room \$375 per night

— Single/twin/double

Avenue Hotel

80 Northbourne Avenue, Canberra

The Avenue Hotel is one of the newest options in Canberra and offers guests both studio and apartment style rooms. The hotel is a 15-20 minute walk from the Convention Centre.

Twin option at the hotel consists of two king singles.

Superior King Rooms: \$280 per night

— Single/twin/double

1 Bedroom Apartments \$330 per night

— Single/double

Waldorf

2 Akuna Street, Canberra

Located in the heart of Canberra's CBD, the Waldorf is only a five minute walk from the National Convention Centre.

Twin option at the hotel consists of two single beds. Additional costs will apply if more than 2 guests are within the one room.

Studio Apartment: \$210 per night

— Single/twin/double

1 Bedroom Apartment \$230 per night

— Single/twin/double

Mantra

84 Northbourne Avenue, Canberra

Mantra on Northbourne is centrally located within the CBD and approximately a 15-20 minute walk from the National Convention Centre.

Bedding configuration in a hotel room is one king or two single beds and a 1 bedroom apartment has one queen or two singles.

Hotel Room \$240 per night

— Single/twin/double

1 Bedroom Apartment \$280 per night

— Single/twin/double

Novotel

65 Northbourne Avenue, Canberra

Located on Northbourne Avenue, one of Canberra's main thoroughfares, the Novotel is a 15 minute walk from the National Convention Centre.

Twin option for the Standard Room type consists of two double beds and the

Executive Room type consists of one king bed and a pull out sofa bed.
Standard Room \$280 per night
— Single/twin/double
Executive Room \$325 per night
— Single/twin/double

Medina Apartment Hotel

74 Northbourne Avenue, Canberra

The Medina Apartments Hotel James Court is approximately a 15-20 minute walk from the National Convention Centre. Twin option at the hotel consists of two single beds.

Note: Reception operates between the hours of 08:30am and 11:00pm

1 Bedroom Apartment \$225 per night

— Single/twin/double

2 Bedroom Apartment \$299 per night

— Single/double

QT Hotel

1 London Circuit, Canberra

QT Hotel is a modern hotel with boutique style furnishings, central to the city and a 10 minute walk to the National Convention Centre.

Twin option at the hotel consists of two single beds.

Standard Room \$249 per night

— Single/twin/double

Future
Focused

NGA19

16 — 19 June 2019, Canberra
National Convention Centre



Registration:

Online: nga19.com.au

Hard copy registration
forms and PDF versions
are available by emailing:

NGA@confco.com.au



Debate on Motions:

To assist in identifying
motions for the 2019 NGA,
a discussion paper has
been prepared and is
available at: ALGA.asn.au

Submission of motions
can also be accessed at:
ALGA.asn.au



AUSTRALIAN
LOCAL GOVERNMENT
ASSOCIATION

Celebrating 25 Years of NGA

nga19.com.au

17.3 Australian Mayoral Aviation Council Annual Conference 2019

Brief

The Australian Mayoral Aviation Council (AMAC) is holding its Annual Conference at the Four Points by Sheraton in Melbourne from Wednesday 1 to Friday 3 May 2019 (inclusive).

RECOMMENDATION(S)

It is recommended to Council that:

1. Subject to their confirmation, Council approves the attendance of Mayor Coxon and Cr/s at the Annual AMAC Conference at the Four Points by Sheraton in Melbourne from Wednesday 1 to Friday 3 May 2019.
2. Expenses be reimbursed in accordance with Council policy.
3. Subject to their confirmation, Council approves the attendance of the spouses/partners of attending Elected Members and further, consistent with Council policy, that costs, other than air fares or other travel costs, be met by Council.

Or

The report be received.

Introduction

The 2019 Australian Mayoral Aviation Council (AMAC) Annual Conference is being held from Wednesday 1 to Friday 3 May 2019 at the Four Points by Sheraton in Melbourne. A copy of the Conference program is attached for Members information (**Attachment 1**).

Discussion

The AMAC Annual Conference is designed to provide delegates with the opportunity to meet and discuss issues, to hear and examine speakers on a wide variety of subjects and to determine the future of the organisation through the member forum of the Annual General Meeting (AGM).

The formal Conference proceedings will commence on Thursday 2 May 2019, however there will be an informal welcome drinks at a gathering on the Wednesday evening 1 May 2019.

The AGM will be held Thursday 2 May 2019 and the guided inspection of the Essendon Fields Facilities (formally known as Essendon Airport) will be held on Friday 3 May 2019.

Speakers at this year's Conference include:

- Trent Kneebush, Principal, Kneebush Planning
- Michael Jarvis, Head of Strategic Planning and Safeguarding, Melbourne Airport
- Peter Howe, Vice President, Australian Helicopter Industry Association
- Andrew Grear, Senior Executive, Victorian Public Service
- Narelle Bell, Australian Aircraft Noise Ombudsman
- Aviation Law Association of Australia and New Zealand Panel Session

The 2019 proxy to Mayor Michael Coxon on the Australian Mayoral Aviation Council is Cr Graham Nitschke.

The full conference delegate registration fee is \$1,870 (including GST) for AMAC members. Registration includes attendance at the Annual General Meeting, Conference sessions on Thursday and Friday, lunches and morning and afternoon teas (where indicated on the program), Airport Inspection and attendance at the Conference Dinner and welcome function.

Approximate airfare is \$280 to \$350 return with early booking and accommodation is \$320 to \$440 per night, again, with early booking to secure the best available rooms and rates.

Attachments**1. 2019 Australian Mayoral Aviation Council (AMAC) Annual Conference Program**

Australian Mayoral Aviation Council



2019 ANNUAL CONFERENCE & AGM



1-3 MAY 2019

Four Points by Sheraton
443 Docklands Drive
Dockland, Melbourne



History and Objectives

The Australian Mayoral Aviation Council was initiated through consensus by a number of local authorities meeting in Canberra in December 1982. The driving force behind AMAC's inception was the lack of transparency with regard to aviation matters and the lack of regard for airport communities in the formulation of aviation policy. Initially membership of the organisation was open to the Mayor, Warden and/or Councillor of local authorities throughout Australia affected, or potentially affected, by airport operations or aircraft noise. The Constitution has subsequently been amended such that the Council is now the member and so may be represented by Mayors, Councillors and/or relevant staff as the member Council may determine.

The current membership is organised on a State basis wherein members from each State are represented on an Executive Committee which is endorsed at the Annual General Meeting which is held in conjunction with the Conference.

AMAC's primary objective is to ensure that all reasonable measures are taken by relevant authorities to minimise the deleterious effect of aircraft and airport operations on local communities. AMAC also provides a forum to inform and educate member representatives on contemporary aviation issues.

The organisation seeks development of an effective aviation system which serves the needs of the Nation while ensuring the rights of residents in communities adjacent to airports are recognised, respected and protected.

AMAC is not an anti-aviation organisation. Rather it seeks to cooperate with the appropriate authorities and the airline industry generally, to achieve an acceptable and balanced solution to the obvious community issues associated with the movement of aircraft.

Communication with Aviation Organisations

Since its inception, AMAC has pursued a course which has resulted in its acceptance by relevant Commonwealth Ministers and agencies so that it is, in effect, the umbrella organisation representing community views on aviation issues throughout Australia.

In response, the major authorities concerned with aviation, such as the Department of Infrastructure Regional Development and Cities, Airservices Australia and various airport and aviation interest groups, recognise and liaise with AMAC. AMAC has also established avenues for input into the legislative process, aviation policy development and operational requirements which may have an effect on community well-being.

A Learning Experience

Aviation is a fast moving and highly technical sector. To better represent community interest, it is essential that elected representatives have some understanding of the sector.

AMAC has been fortunate in attracting a diverse range of expert speakers to the Annual Conference able to equip delegates, whether Councillors or staff, with a better understanding of the direction aviation is taking and issues which might impact on their communities.

This knowledge in turn informs attendees and assists in building an understanding of the aviation sector thereby equipping attendees to better represent their community on airport related issues.

Information Source

In terms of advising members of activities, both current and future, AMAC produces a regular newsletter and convenes its most important forum, the National Conference, on an annual basis, coinciding with the Annual General Meeting.

Conferences are designed to provide delegates with the opportunity to meet and discuss issues, to hear and examine speakers on a wide variety of aviation topics and to determine the future of the organisation through the member forum of the Annual General Meeting. The Annual General Meeting provides an update on AMAC activities and provides the opportunity for direct input by members.



PROGRAM

Wednesday 1 May

6:30pm - 7:30pm Informal Welcome Cocktails – Best Brew Bar at the Hotel
from 7:30pm Evening Free – Docklands dining precinct nearby

Thursday 2 May

9:00am - 9:30am Arrival Tea & Coffee – Sky 1 and 2
9:30am - 10:15am Trent Kneebush
Managing Director Kneebush Planning
10:15am - 11:00am Michael Jarvis
Executive Planning, Melbourne Airport
11:00am - 11:30am *Morning Break*
11:30am - 12:15pm Peter Howe
Vice President, Australian Helicopter Industry Association
12:15pm - 12:45pm Amac Annual General Meeting
12:45pm - 1:45pm *Lunch*
1:45pm - 2:30pm Andrew Grear
Executive Director, Planning and Heritage
Victorian Department of Land, Water and Planning
2:30pm - 3:10pm Narelle Bell
Aircraft Noise Ombudsman
3:10pm - 3:25pm *Afternoon Break*
3:30pm - 3:45pm Transfer to the Pan Pacific Hotel, Docklands
Aviation Law Association of Australia and New Zealand (ALAANZ)
Conference
4:00pm - 5:00pm ALAANZ Panel Session – Aviation Law
5:15pm - 5:30pm Return to Four Points Hotel
7:00pm - 7:30pm Pre-Dinner Drinks – Best Brew Bar at the Hotel
7:30pm - 10:00pm Conference Dinner – Sky 1 and 2

Friday 3 May

9:00am - 9:30am Arrival Tea & Coffee – Sky 1 and 2
9:30am - 10:15am Andrew Ethell
Executive Director Amalgam Strategic
10:15am - 10:30am *Morning Break*
10:30am - 11:40am Greg Tyrrell
Executive Director, Australian Association for Unmanned Systems
Joe Urli
President, Australian Certified UAV Operators Inc.
11:40am - 11:45am Conference Wrap
11:45am - 12:30pm *Lunch*
12:30pm - 12:50pm Bus transfer to Essendon Fields Airport
12:50pm - 2:00pm Guided Airport Facilities Inspection
2:00pm - 2:30pm Bus transfer to Melbourne Airport and return to Conference Hotel



2019 Conference

BACKGROUND INFORMATION

Wednesday 1 May

Delegates will have the opportunity to meet up over informal cocktails in the hotel's ground floor Best Brew Bar. From 7:30pm the remainder of the evening is free. Along with dining facilities at the hotel there are a range of dining options within easy walking distance of the hotel. There is also a free tram stop adjacent to the hotel servicing the Melbourne CBD.

Thursday 2 May – Speakers

Trent Kneebush is the principal at Kneebush Planning specialising in town planning and airport planning services including preparation of noise exposure contours and translation of ANEF contours into land use planning controls.

Michael Jarvis is head of strategic planning and safeguarding at Melbourne Airport. Michael will address the framework for development approval of works undertaken within airport boundaries.

Peter Howe is Vice President of the AHIA. Following training while serving in the Australian Army, Peter entered the commercial aviation sector operating single and multi-engine aeroplanes, jets and helicopters in charter, emergency medical, search and rescue and offshore (oil and gas) operations. He is a qualified Flight Instructor and holds a Flight Examiner rating.

Andrew Grear is a senior executive in the Victorian public service having previously been actively involved in the Planning Reform program in South Australia. In his present role Andrew is the Victorian contact and representative on the National Airports Safeguarding Advisory Group (NASAG) charged with development of the National Airport safeguarding Framework.

Narelle Bell has held the position as the Australian Aircraft Noise Ombudsman since February 2017. As ANO Narelle and her Office are charged with the independent review of Airservices Australia and Defences' management of aircraft noise related activities.

ALAANZ Panel Session. Delegates will transfer to the Pan Pacific Hotel to join with the Aviation Law Association in an afternoon panel session before returning to the AMAC Conference hotel.



Friday 3 May – Program

Andrew Ethell has previously served as a Senior Advisor to various Commonwealth Ministers, as Group Director, Corporate Affairs at Toll Holdings and as Chairman “Driver Reviver” Program. Andrew is currently an Infrastructure Australia Board member and serves as an Expert Panel Member on the National Transport Commission’s review of heavy vehicle laws.

Greg Tyrrell and **Joe Urli** are office bearers within their respective organisations with distinguished careers in the aerospace and unmanned aerial systems fields serving in both national and international industry advisory roles.

Essendon Fields Facilities Inspection. Formerly known as Essendon Airport it hosts a variety of regional air services, business jets, emergency service, rotor craft and aerial adventure tour operations. In addition to core aviation services the airport has successfully integrated a wide range of non-aviation developments into its operations. *Unlike airport inspections held in conjunction with previous conferences, the process for issue of security passes will not be required on this occasion.*

Post Inspection. Following the airport inspection the bus will *depart from Essendon Fields by 2:00pm* taking delegates wishing to return home on Friday afternoon/evening flights to Melbourne Airport. For those wishing to avail themselves of this service, there will be provision to take luggage from the conference hotel on the airport inspection and then to Melbourne Airport.

Following the Melbourne Airport drop-off the bus will return to the Four Points Hotel to drop all remaining delegates.



Registration

Delegates should complete the registration form included and forward it to AMAC accompanied by the relevant payment. Registrations should be forwarded no later than **Friday 12 April 2019**.

Electronic Funds Transfer (EFT) or cheque payments are accepted. We cannot process credit card transactions at this time.

Conference Fee Includes: Delegates welcome pack, attendance at the Annual General Meeting, Airport Inspection, conference sessions, arrival and daily tea breaks, lunch and attendance at the conference dinner and welcome function.

Additional Charges: Partner tickets to the conference dinner is an additional fee.

Dress Code: The dress code for the conference, including the airport tour and social dinner is smart casual. Closed in shoes are recommended for the Airport tour.



Cancellation Policy: All cancellations must be made in writing to the Australian Mayoral Aviation Council. Cancellations received by 5:00pm on Friday 12 April 2019 will be liable for a \$100.00 administration fee. Those received after this date will not be entitled to any refund. Transfer of registration will be accepted.

Hotel and Accommodation

The Four Points by Sheraton Hotel is situated in the heart of the Melbourne Docklands Precinct with a variety of cafes and restaurants within easy walking distance. It is also situated adjacent to a free tram stop servicing the Melbourne CBD as well as the shopping and entertainment venues.

The conference registration fee does not include accommodation. Accommodation can be secured online at a special government rate following these steps:

- Visit the hotel website www.fourpointsmelbournedocklands.com
- Input arrival and departure dates
- Select number of rooms and guest in each room
- Under "Special Rate" select "Government and Military"
- Click on "view rates" to show availability

Or contact the hotel direct on (03) 8578 0000

**FOUR
POINTS**
BY SHERATON



Conference and Registration Enquiries

John Patterson, Executive Director
Phone: 0414 276 464 | Email: amac@bayside.nsw.gov.au
Mail: PO Box 21, Rockdale NSW 2216

2019 REGISTRATION FORM

Delegate Information

Title (Dr, Mr, Ms, Mrs, Miss) _____

Given Name _____

Surname _____

Position Title _____

Council / Organisation _____

Address _____

Suburb/Town _____

State _____ Post Code _____

Phone _____ Fax _____

Mobile _____

Delegate Email _____

Contact Email _____

Special requirements (dietary, access or other) _____

Accompanying Guest

Title (Dr, Mr, Ms, Mrs, Miss) _____

Given Name _____

Surname _____

Special requirements (dietary, access or other) _____

Payment Options

- ☐ **Electronic Funds Transfer**
 Date: ____/____/____ Ref: _____
 Bank: CBA, Mascot Branch BSB: 062 200 Account: 100 213 87
 Account Name: Australian Mayoral Aviation Council
- ☐ **Cheque payable to Australian Mayoral Aviation Council**
 Please send with this completed form to:
 Australian Mayoral Aviation Council, PO Box 21, Rockdale NSW 2216
 T 0414 276 464 F 02 9562 1777 E amac@bayside.nsw.gov.au

Credit card transactions are not available.

- ☐ **Yes, I will attend the Friday afternoon Essendon Fields Tour – Please tick if attending.**
- ☐ **Yes, I wish to be dropped at Melbourne Airport following the Essendon Fields Tour.**

Conference Registration (GST incl.)

CONFERENCE DELEGATES PROGRAM	
AMAC Member @ \$1,870.00	\$
Non Member @ \$2,420.00	\$
Total	\$

Conference Registration includes:
 Attendance at the Annual General Meeting,
 Conference sessions on Thursday and Friday,
 Morning / Afternoon Tea and Lunch where
 indicated on the program, Airport Inspection
 and attendance at the welcome function and
 Conference Dinner.

ACCOMPANYING GUEST TICKETS	
Conference Dinner @ \$242.00	\$
Total	\$

Total Payment

Delegates Program	\$
Accompanying Guest Tickets	\$
Total Payment Due	\$

Confirmation: Your registration will be acknowledged via email within 10 working days. A Tax Invoice will be provided for GST purposes. If you do not receive confirmation please contact John Patterson on 0414 276 464 or email amac@bayside.nsw.qov.au

Privacy: The information provided in this form is required to allow AMAC to process your registration.

Cancellation Policy: All cancellations must be made in writing to the Australian Mayoral Aviation Council. Cancellations received by 5:00pm on Friday 12 April 2019 will be liable for a \$100.00 administration fee. Those received after this date will not be entitled to any refund. Transfer of registration will be accepted.

Send this completed form to:

AMAC Executive Director
 PO Box 21, Rockdale NSW 2216
 T 0414 276 464 F 02 9562 1777
 E amac@bayside.nsw.gov.au



Australian Mayoral Aviation Council

PO Box 21, Rockdale NSW 2216

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 7 and 8.

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 7 and 8



Local Government Association of South Australia

7.1 Do you know your options?

Drug and Alcohol Services SA (DASSA) has launched a new website to provide information about alcohol and other drug treatment and support services available in SA.

7.2 SA Healthy Towns Challenge

Launch of Round 2 - Grants for Rural and Regional Towns now open!

7.3 Nominations now open - SA Training Awards 2019

The South Australian Training Awards (the Awards), hosted by the Training and Skills Commission are the State's peak awards for Vocational Education and Training, recognising quality, excellence and innovation in training.

7.4 2019 Australian Local Government Women's Association (ALGWA) National Conference

Registrations have now opened for the 2019 National Australian Local Government Women's Association (ALGWA) Conference.

7.5 Community Child Care Fund - Round 2

The Commonwealth has just announced \$17 million in grant funding to be made available under the Community Child Care Fund - Round 2.

7.6 LG Professionals, SA 2019 Annual State Conference

Are you ready to re-engage with yourself, your community and your purpose? This is the last day to register for our 2019 Annual State Conference.

7.7 Nominations sought for the South Australian Meat Food Safety Advisory Committee

Biosecurity SA is seeking LGA nominations for a local Government member and deputy member on the South Australian Meat Food Safety Advisory Committee for a term commencing on 1 April 2019.

7.8 My Local Services App upgrade now delivers rich notifications and automatic recycling tips

The latest release of the My Local Services App includes a number of updates, most notably enhanced spotlight and waste notifications developed as a result of a collaboration with East Waste, Research & Development Scheme and the LGA.



Local Government Association of South Australia

8.1 Enrolments now open: Ageing Well Forum

The Local Government Association, supported by the Office for Ageing Well, is pleased to invite elected members and council staff to a FREE Ageing Well Forum. Further details are available in this circular.

8.2 Survey Capital Works and Small Business

You have a great opportunity to show how councils support small businesses through construction projects. We are assisting the Office of the Small Business Commissioner learn from our members via an online survey.

8.3 Draft Roadworks Regulations

The Department of Planning, Transport and Infrastructure has drafted Roadworks Regulations regarding fees for breach of conditions of a roadworks permit or for the temporary use of speed reduction signs or lane closure without having obtained a permit prior to undertaking works within the City of Adelaide. This Circular has more details.

8.4 Review of the Heavy Vehicle National Law

The National Transport Commission is reviewing the Heavy Vehicle National Law. Councils can stay involved through a dedicated website and signing up for updates.

8.5 Commonwealth Strategy for Drought Preparedness and Resilience – Consultation Paper

Please provide your comments on the Consultation Paper by COB Friday 1, March 2019.

8.6 Productivity Commission: new study into remote area tax concessions and payments

The Productivity Commission has commenced a new study into remote area tax concessions and payments and is seeking input from interested parties across regional and remote Australia.

8.7 Public Health Update - Excellence in Public Health Awards and various Grants opportunities closing soon!

Reminder - Age Friendly SA Grants and the 2019 SA Disaster Resilience Grants Available as well as the Minister for Health & Wellbeing Excellence in Public Health Awards - Nominations now open!

8.8 Inquiry into the feasibility of a national horse traceability register for all horses

Invitation to provide a submission by 5 April, 2019.

8.9 Parks and Leisure Australia - Awards of Excellence

Nominations open now!

8.10 Joint Committee on Valuation Policies and Charges on Retirement Villages

The terms of reference for the Joint Committee on Valuation Policies and Charges on Retirement Villages have been released. Any person or organisation wishing to provide a submission to the Committee is invited to do so by 8 March 2019.

8.11 YourSay Consultation: Ageing and Adult Safeguarding Regulations 2019

The Office for Ageing Well (formerly Office for the Ageing) is seeking community feedback on the Ageing and Adult Safeguarding Regulations 2019 that will support the operation of the new Adult Safeguarding Unit when it commences later in 2019. The closing date for submissions to the Office for Ageing Well is Friday 29 March 2019.

8.12 Save the date - 2019 Council Best Practice Showcase and LGA OGM

The 2019 Council Best Practice Showcase and LGA Ordinary General Meeting will be held at the Adelaide Entertainment Centre on 11 & 12 April. Further information can be found in this Circular.

9.1 Registrations open for LGA Training Programs

The LGA's Education and Training Service schedules a wide selection of training programs to meet the needs of the sector. Further details of programs on offer in the next month can be found in this circular.

9.2 Improving flood management: dams and levee banks information session

The Department for Environment and Water (DEW) is working to understand the position of councils on flood, dam and levee bank management improvement in South Australia. The LGA is holding an information session on Monday 18 March from 1:30pm to 4:30pm to seek local government views.

9.3 Accredited Professionals draft Code of Conduct under the Planning, Development and Infrastructure Act 2016

The Minister for Planning is running a targeted consultation on the draft Accredited Professionals Code of Conduct under the Planning, Development and Infrastructure Act (SA) 2016. Feedback to the LGA on the draft code is open until 7th March 2019.

9.4 Understanding a Council Budget (organised/run by ALGWA)

Information Session for Councillors Understanding a Council Budget Thursday 7 March 2018.

9.5 Enrol now: 'IAP2 Foundations in Public Participation' training

The LGA's Education and Training Service is offering 'IAP2 Foundations in Public Participation' training next month. Further details can be found in this circular.

19 MEMBER'S BOOKSHELF

Nil

20 CORRESPONDENCE

20.1 Adelaide and Mount Lofty Ranges Natural Resources Management Board Minutes

Correspondence has been received from the Adelaide and Mount Lofty Ranges Natural Resources Management Board regarding minutes of the Board meeting held on Thursday 21 February 2019 (**Attachment 1**).

20.2 Mayors for Peace Newsletter

Correspondence has been received from the Mayors for Peace, providing the February 2019 No. 110 Newsletter (**Attachment 2**).

20.3 Adelaide Airport Consultative Committee Minutes

Correspondence has been received from the Adelaide Airport, regarding the minutes of the Adelaide Airport Consultative Committee meeting held 16 November 2018 (**Attachment 3**).

20.4 Aircraft Operations during Adelaide Curfew

Correspondence has been received from the Adelaide Airport, regarding the Adelaide Airport Consultative Committee Reports from 16 November 2019 (**Attachment 4**).

20.5 Adelaide Airport Curfew Dispensation Report

Correspondence has been received from the Adelaide Airport Limited, regarding the granted curfew dispensation from January to March 2018 (**Attachment 5**).

20.6 Background Paper on Australian Mayoral Aviation Council

Correspondence has been received from the Executive Director of the Australian Mayoral Aviation Council (AMAC), John Patterson, regarding the background paper on AMAC (**Attachment 6**).

20.7 List of Australian Mayoral Aviation Council Member Councils

Correspondence has been received from the Executive Director of AMAC, John Patterson, regarding the current list of AMAC Member Councils (**Attachment 7**).

20.8 Australian Mayoral Aviation Council Newsletter

Correspondence has been received from the Executive Director of AMAC, John Patterson, regarding the January 2019 Australian Mayoral Aviation Council Newsletter (**Attachment 8**).

20.9 Australian Mayoral Aviation Council 2018 Executive Directors Report

Correspondence has been received from the Executive Director of AMAC, John Patterson, regarding the 2018 Executive Directors Report (**Attachment 9**).

20.10 Waiver of Commonwealth ex gratia land tax payments at Adelaide Airport

Correspondence has been received from the Minister for Infrastructure, Transport and Regional Development, the Hon Michael McCormack MP, regarding the request for waiver of Commonwealth Ex Gratia Land Tax Payments at Adelaide Airport (**Attachment 10**).

20.11 Planned reduction in Aviation Rescue and Firefighting crew at Adelaide Airport

Correspondence has been received from the Minister for Infrastructure, Transport and Regional Development, the Hon Michael McCormack MP, acknowledging Council's letter dated 23 January 2019 in relation to the planned reduction in Aviation Rescue and Firefighting crew at Adelaide Airport as per Council resolution on 15 January 2019 (**Attachment 11**).

RECOMMENDATION

That the correspondence be received.

Attachments

- 20.1 Adelaide and Mount Lofty Ranges Natural Resources Management Board Minutes**
- 20.2 Mayors for Peace Newsletter**
- 20.3 Adelaide Airport Consultative Committee Minutes**
- 20.4 Aircraft Operations during Adelaide Curfew**
- 20.5 Adelaide Airport Curfew Dispensation Report**
- 20.6 Background Paper on Australian Mayoral Aviation Council**
- 20.7 List of Australian Mayoral Aviation Council Member Councils**
- 20.8 Australian Mayoral Aviation Council Newsletter**
- 20.9 Australian Mayoral Aviation Council 2018 Executive Directors Report**
- 20.10 Waiver of Commonwealth ex Gratia Land Tax Payments at Adelaide Airport**
- 20.11 Planned reduction in Aviation Rescue and Firefighting crew at Adelaide Airport**



Government of South Australia
Adelaide and Mount Lofty Ranges
Natural Resources Management Board

AGENDA

MEETING NUMBER 149

We would like to acknowledge this land that we meet on today is the traditional Lands for the Kaurna people and that we respect their spiritual relationship with their country. We also acknowledge the Kaurna people as the custodians of the greater Adelaide region and that their cultural and heritage beliefs are still as important to the living Kaurna people today

**Thursday 21 February 2019 from 10:00 am at
Natural Resources, Adelaide & Mount Lofty Ranges, 205 Greenhill Road, Eastwood**

10:00 am	1	MEETING PROCEDURE
	1.1	Welcome
	1.2	Apologies
	1.3	Declaration of Interest (arising from agenda items)
	1.4	Consent Schedule (items on schedule are marked with #)
#	1.5	Confirmation of Minutes of Meeting Number 148 held on 13 December 2018
	1.6	Matters Arising from Previous Meetings
#	1.7	Resolution Register
	1.8	Board Member Matters (Board members may raise items not marked ★ for discussion)
	2	BOARD MATTERS
★	2.1	Strategic Planning Workshop
	2.2	External Funding Applications to Support Phase 5 of the Paddock Tree Replacement Project
★	2.3	Community Environmental Grants
	2.4	Ngarrindjeri NRM Liaison Officer
	2.5	"Our Home" Children's Environmental Education Book
	2.6	Port Environment Centre (Community NRC)
	2.7	Status of Water Allocation Planning in Adelaide and Mount Lofty Ranges Region
	2.8	Coastal Conservation Officer Support
	2.9	Business and Operating Plan Report – Q2
	2.10	Regional Directors Report
	2.11	Approval to Release Board Funded Report – Outcomes of Living Smart courses
	2.12	Approval to Release Board Funded Report – Living Smart Highlights 2018
	3	FINANCE
★	3.1	Finance report
	4	PAPERS TO NOTE
#	4.1	Register of Interest
#	4.2	Common Seal Usage
#	4.3	Letter to Minister Spiers dated 20 th December 2019 re: December Board meeting
#	4.4	Letter from Minister Spiers dated 21 st January 2019 re: October Board Meeting
#	4.5	Letter from Minister Spiers dated 19 th December 2019 re Cessation of Government Representatives– J Grant
#	4.6	Letter from JA (Trudi) Meakins dated 18 January 2019 re her resignation from the Board
	5	OTHER BUSINESS
	6	MEETING CLOSE Next public meeting 28 th March 2019



Mayors for Peace News Flash

February 2019 / No.110

Mayors for Peace Member Cities
7,709 cities
in 163 countries and regions
 (as of February 1, 2019)

Please also check our website and Facebook page:

Website:

<http://www.mayorsforpeace.org/english/index.html>

Facebook:

<https://www.facebook.com/mayorsforpeace>

"Like" our Facebook page to help spread awareness of our mission.

Table of Contents

- Applications for the 2019 Youth Exchange for Peace: Support Program for "HIROSHIMA and PEACE" Course
- Mayors and parliamentarians call on Russia and the US to preserve the INF Treaty
- Article by Mayors for Peace Executive Advisor: "The Guterres Disarmament Agenda"
- Receiving an Intern from Montreal at the Mayors for Peace Secretariat
- Regional Chapter Activities
- Peace News from Hiroshima (Provided by the Hiroshima Peace Media Center of the CHUGOKU SHIMBUN)
- Call for Input: Examples of initiatives to foster peace-seeking spirit
- Request to Promote Various Measures Based on the Mayors for Peace Action Plan (2017-2020)
- Mayors for Peace Collaboration with "The Hibakusha Appeal" Signature Campaign
- Last Month's Visitors to the President of Mayors for Peace
- Mayors for Peace Member Cities - 7,709 Cities in 163 Countries/Regions

■ Applications for the 2019 Youth Exchange for Peace: Support Program for "HIROSHIMA and PEACE" Course

"HIROSHIMA and PEACE" is an intensive summer course hosted by the Hiroshima City University, in which students from around the world study and discuss Hiroshima and peace in English. This year again, Mayors for Peace will conduct a program to provide financial and other support to selected youth from member cities participating in the course and is now accepting applications for participation in this program from member cities.

We request that each member city widely advertise this program in their city, choose up to three local applicants, and email the required documents **by Friday April 12, 2019** at 3pm in Japan Standard Time (UTC +9).

Hiroshima City University and the Mayors for Peace Secretariat will select the participants and notify member cities of the results in the middle of May 2019.

▼ Details of the program on the Mayors for Peace website:

http://www.mayorsforpeace.org/english/ecbn/projects/2019_HAP.html

▼ Please email completed application documents to:

mayorcon@pcf.city.hiroshima.jp

▼ Report of last year's program on the Mayors for Peace Website:

http://www.mayorsforpeace.org/english/ecbn/projects/2018_HAP_result.html

■ Mayors and parliamentarians call on Russia and the US to preserve the INF Treaty

At a European regional conference on Nuclear Disarmament and Divestment in Basel, January 15, representatives from Mayors for Peace Vice Presidents Hannover, Frogn, Granollers and Manchester assisted in the drafting and adopting of [the Basel Appeal for Disarmament and Sustainable Security](#), which calls on the US and Russia not to abrogate from the INF Treaty and work rather on multilateral nuclear disarmament initiatives. The Appeal was agreed at a joint meeting with the Parliamentarians for Nuclear Non-proliferation and Disarmament (PNND), hosted by the Basel Peace Office.

This Appeal was sent to Presidents Putin and Trump, to the leaders of the Russian and US legislators, and to other officials working in international security on January 29. Mayors, parliamentarians, policy experts and civil society representatives from 40 countries, mostly Europe and North America, endorsed the appeal. Many mayors, city councilors and Mayors for Peace officials added their names to the list and also helped spread this appeal. It also received considerable international media coverage. Mayor Frank Cownie of Des Moines, Iowa, a Vice President of Mayors for Peace and the Lead City in the US, took the initiative to solicit US mayors' signatures during the recent US Conference of Mayors winter meeting in Washington, D.C. and arranged for 18 US mayors to sign the Appeal.

In a similar show of concern, on January 30, the Mayors of Hiroshima and Nagasaki also sent out Letters of Request to Russia and the US over the termination of the INF Treaty, saying that "the demise of the treaty without alternative measures will increase the risk of the use of nuclear weapons." The two mayors visited the American and Russian Embassies in Tokyo on February 12, to submit the original letters to representatives of the two countries.

Seeking to show its solidarity with Hiroshima and Nagasaki's action, the European and North American Vice Presidents of Mayors for Peace issued a joint statement of concern following the decision of the United States and Russian Governments to suspend the INF Treaty in early February. The statement supports the call for renewed dialogue and raises concerns over the potential for a new nuclear arms race and nuclear weapons returning across Europe.

<Report by Sean Morris, UK & Ireland Mayors for Peace Chapter Secretary>

▼ Press release on the Basel Appeal: Mayors and parliamentarians call on Russia and the U.S. to preserve the INF Treaty (The Basel Peace Office Website):

<http://baselpeaceoffice.org/article/mayors-and-parliamentarians-call-russia-and-us-preserve-inf-treaty>

▼ Letters of Request by Mayors of Hiroshima and Nagasaki to the US and Russia regarding the INF Treaty (The City of Hiroshima Website):

<http://www.city.hiroshima.lg.jp/www/contents/1548818627054/files/besshi1.pdf>

▼ Op-Ed: "As Treaties Collapse, Can We Still Prevent a Nuclear Arms Race?" by PNND representatives and Jacqueline Cabasso, North America Coordinator for Mayors for Peace (The INTER PRESS SERVICE News Agency Website):

<http://www.ipsnews.net/2019/02/treaties-collapse-can-still-prevent-nuclear-arms-race/>

▼ Joint statement by European and North American Vice Presidents and Lead Cities on the INF Treaty (The Mayors for Peace Website):

http://www.mayorsforpeace.org/english/whatsnew/activity/data/2019/mfp_european_and_north_american_lead_cities_statement.pdf

■ Article by Mayors for Peace Executive Advisor: "The Guterres Disarmament Agenda"

Randy Rydell, an Executive Advisor for Mayors for Peace, contributed an article to the January/February issue of "Arms Control Today", published by the US-based Arms Control Association.

Summary:

In May 2018, UN Secretary-General António Guterres announced in Geneva his new "disarmament agenda", which the UN Office for Disarmament Affairs later elaborated in a non-paper and an "implementation plan". This article describes this agenda, compares it to past initiatives by his UN predecessors, and identifies its obstacles and opportunities. Mayors will be interested in several elements of this plan: its emphasis on the

humanitarian consequences of the use of indiscriminate weapons in cities; its recognition of the social and economic costs of massive weapons investments; and its sweeping comprehensive scope, covering all weapons of mass destruction, conventional arms, missiles, new types of weapons, military spending, the arms trade, and the peaceful resolution of disputes.

The full text is now available on the Arms Control Association's website.

▼ Article by Randy Rydell "The Guterres Disarmament Agenda" published in Arms Control Today:

<https://www.armscontrol.org/act/2019-01/features/guterres-disarmament-agenda>

■Receiving an Intern from Montreal at the Mayors for Peace Secretariat

[January 16 – February 13, 2019]

Mayors for Peace has conducted an internship program since 2014, inviting staff from member cities to the Mayors for Peace Secretariat in Hiroshima City and having them engage in work related to peace and the Secretariat. From January 16 to February 13, the Mayors for Peace Secretariat welcomed Ms. Amélie Dumont, a clerk at the city hall of Montreal, which is an Executive City of Mayors for Peace and the Lead City in Canada.

Ms. Dumont made the following comment about her internship: "I strongly believe that Montreal and Hiroshima have so much to learn from one another. Our past is quite different but our vision for the future has a common goal. Keeping in mind the ultimate ambition of a real lasting peace, Mayors for Peace Action Plan 2017-2020 expanded its objectives to also target other challenges facing our cities. This internship gave me the opportunity to talk about our challenges in Montreal with the Mayors for Peace team and citizens of Hiroshima and I am convinced that sharing our experiences and our peace initiatives brings us one step closer to our common goal. I am grateful to have the opportunity to bring home Hiroshima's past experience as well as great peace initiatives to share with my colleagues and friends."

▼ Posts on the Mayors for Peace Facebook page about Ms. Dumont's internship in Hiroshima:

https://www.facebook.com/mayorsforpeace/posts/2066963330231056?_tn=-R

https://www.facebook.com/mayorsforpeace/posts/2071966999730689?_tn=-R

https://www.facebook.com/mayorsforpeace/posts/2080164132244309?_tn=-R

https://www.facebook.com/mayorsforpeace/posts/2081368572123865?_tn=-R

■Regional Chapter Activities

< UK & Ireland Chapter >

* The first Chapter Meeting of 2019

The UK and Ireland Mayors for Peace Chapter met in Manchester Central Library on the 8th February. In a meeting chaired by the Lord Mayor of Manchester and attended by a number of member authorities and civil society groups, the joint meeting with ICAN and NFLA had presentations on Chapter progress from the Chapter Secretary Sean Morris.

There were also presentations on best practice examples of peace education from Kelly Simcock of the Foundation for Peace and Sara Belhay of Peace Jam UK, who are holding Youth Leadership Conferences in Winchester and Leeds in March. The meeting also allowed for discussion on development of the Chapter and to encourage more of its members to pass resolutions supporting the Treaty for the Prohibition of Nuclear Weapons through the ICAN Cities Appeal.

The below policy briefing reports on this meeting and also outlines international developments with Mayors for Peace, and plans for further European development of the organisation.

<Report by Sean Morris, UK & Ireland Mayors for Peace Chapter Secretary>

▼ More details on the UK and Ireland Mayors for Peace Policy Briefing 21 (Nuclear Free Local Authorities website):

http://www.nuclearpolicy.info/wp/wp-content/uploads/2019/02/M4P_Briefing_No_21_Chapter_meeting_INF_and_progress.pdf

<<PLEASE SEND US INFORMATION ABOUT YOUR CITY'S PEACE ACTIVITIES>>

Please help us tell others about what you are doing! We can create a link to your city's website or the website of your peace event to help you advertise. Please send us information including the date, venue, organizers and a

description of the event. We look forward to receiving information from your city.

▼ Please send a report about your event to the Mayors for Peace Secretariat at:

mayorcon@pcf.city.hiroshima.jp

▼ List of peace events as based on those in the Mayors for Peace Action Plan (As of February 15):

http://www.mayorsforpeace.org/data/pdf/03_newmembers/2018_List_of_Activities_en.pdf

■“Peace News from Hiroshima”

(Provided by the Hiroshima Peace Media Center of the CHUGOKU SHIMBUN)

The Bulletin of Atomic Scientists, a scientific journal in the United States, has announced that it has begun the year by setting the Doomsday Clock at two minutes to midnight, which represents how close the world is to a possible nuclear catastrophe. The minute hand has not moved since last year, but the future of nuclear disarmament is actually darker than these “two minutes” indicate. The administration of President Donald Trump has notified Russia that the United States intends to withdraw from the Intermediate-Range Nuclear Forces (INF) Treaty, which has played a historic role in preventing the escalation of a nuclear arms race.

Mr. Trump says that Russia’s new cruise missile, among other actions it has taken, have violated the provisions of the INF Treaty and that there is no point in upholding the treaty if Russia is not forthcoming about its actions. He also has pointed to the current circumstances in which China’s efforts to build up its nuclear forces are not bound by international treaties. While it is true that there is a lack of transparency with regard to China’s nuclear capability and that this should not be left unchecked, if the United States, a nuclear superpower, unilaterally terminates the treaty, such a move would clearly run counter to the tide of nuclear disarmament in the post-Cold War era. Mr. Trump has mentioned a new framework for nuclear disarmament that will involve China, but it is not realistic to expect that discussions will be promptly held to craft an agreement that would replace the void left behind by the INF Treaty.

Another concern is a report that the Trump administration has begun pursuing production of a low-yield nuclear warhead. Regardless of its scale or performance, we cannot help but feel that this is an ominous sign of a three-way nuclear arms race potentially accelerating among the United States, Russia, and China.

This year will be a crucial time for the Treaty on the Prohibition of Nuclear Weapons to enter into force. Hiroshima, Nagasaki, and the member cities of Mayors for Peace must work hand in hand to convey to the world the fundamental message of the horrific consequences of the use of nuclear weapons.

Visit the following links for articles from the Hiroshima Peace Media Center.

- U.S. announcement of withdrawal from nuclear treaty sparks anger and concern among A-bomb survivors

<http://www.hiroshimapeacemedia.jp/?p=89467>

- A-bomb survivors denounce start of U.S. production of first low-yield nuclear warheads

<http://www.hiroshimapeacemedia.jp/?p=89399>

- New rose named “ICAN” is bred by A-bomb survivor

<http://www.hiroshimapeacemedia.jp/?p=89335>

- Hiroshima to hold A-bomb exhibitions in Tokyo during Tokyo Olympics

<http://www.hiroshimapeacemedia.jp/?p=89454>

- Crucial year for 2020 target set by Mayors for Peace to abolish nuclear weapons

<http://www.hiroshimapeacemedia.jp/?p=89324>

■Call for Input: Examples of initiatives to foster peace-seeking spirit

The Mayors for Peace Secretariat has been seeking examples of peace education initiatives conducted by any organization (city hall/school/NGO, etc.) in Mayors for Peace member cities that are conducive to raising peace-seeking spirit among future generations. The Mayors for Peace Secretariat accepts reports on a rolling basis, so please send your report whenever your project is completed. The submitted reports will be posted on our website and in the Mayors for Peace News Flash as a source of information for other member cities that are planning to launch their own peace education program.

▼ Call for Input on the Mayors for Peace Website:

<http://www.mayorsforpeace.org/english/ecbn/projects.html#section10>

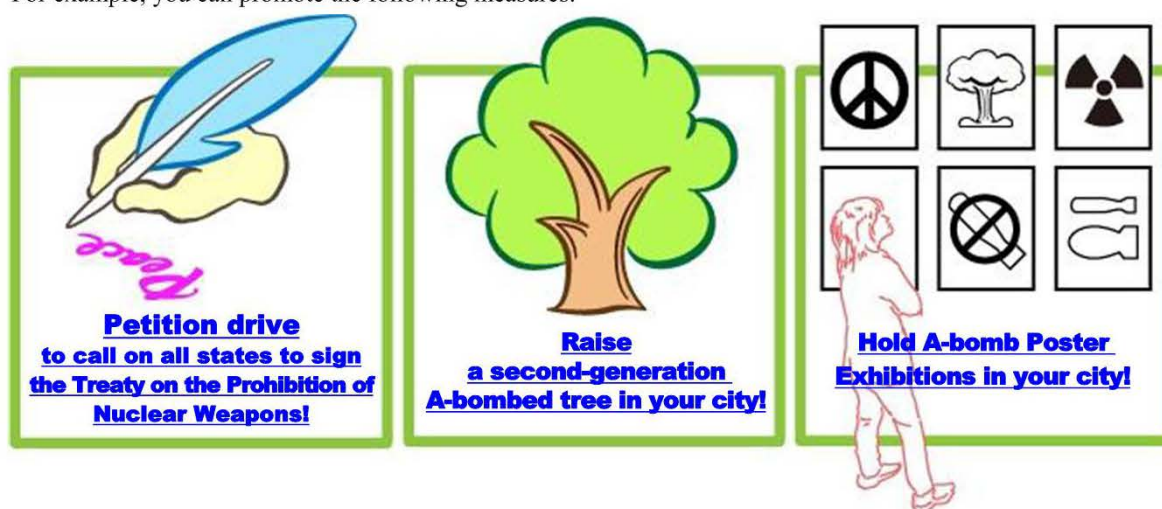
■Request to Promote Various Measures Based on the Mayors for Peace Action Plan (2017-2020)

At the 9th General Conference of Mayors for Peace held in Nagasaki in August 2017, we decided our Action Plan for up to the year 2020, aiming for lasting world peace. Together, we hope to make significant strides toward realizing this goal. Please promote all appropriate measures based on the Action Plan within your own municipality or regional group.

▼Mayors for Peace Action Plan (2017-2020):

http://www.mayorsforpeace.org/english/report/meeting/data/9th_meeting/Action_Plan_2017-2020_E.pdf

For example, you can promote the following measures:



■Mayors for Peace Collaboration with “The Hibakusha Appeal” Signature Campaign

Based on the Action Plan decided at the 9th General Conference in August 2017, Mayors for Peace is promoting a petition drive urging the nuclear-armed states and their allies to participate in the Treaty on the Prohibition of Nuclear Weapons. It was also decided that in doing so, Mayors for Peace would collaborate with “The Hibakusha Appeal”, a signature campaign launched by the hibakusha of Hiroshima and Nagasaki. The Mayors for Peace Secretariat will compile the number of signatures collected and present it to affiliates of the United Nations.

▼For more information about “The Hibakusha Appeal”:



■Last Month's Visitors to the President of Mayors for Peace

President Kazumi Matsui welcomed the following visitors last month and asked them to support the activities of Mayors for Peace and cooperate on membership expansion.

*January 17 - H. E. Ms. Robiamny Nadesha Balcácer Vasquez, Minister of Youth of the Dominican Republic

*January 28 - H. E. Ms. Patricia Flor, Head of the Delegation of the European Union to Japan, Ambassador Extraordinary and Plenipotentiary

*January 31 - H. E. Mr. Mahamane Amadou Maiga, Permanent Secretary General, Ministry of Foreign Affairs and International Cooperation of the Republic of Mali

■ Mayors for Peace Member Cities - 7,709 Cities in 163 Countries/Regions

Thanks to your invaluable support, on February 1, we added 8 new member cities, bringing the total membership to 7,709.

This month, we welcomed the City of Sharm El-Shiekh from Egypt. In October 2018, the Ambassador of Egypt to Japan visited Hiroshima and met Mayor Matsui, who requested the Ambassador for his help in expanding the membership of Mayors for Peace in Egypt. The Ambassador responded this call and invited mayors in his country to join Mayors for Peace, which led to Sharm El-Shiekh's decision to join our network. From Greece, the City of Corfu, thanks to the help of Peace Boat, a Japan-based peace organization, which visited Corfu during its 99th Global Voyage for a Nuclear-Free World. From Germany, five cities joined thanks to the continued efforts of Hannover, a Vice President and Lead City of the German Chapter of Mayors for Peace. We also welcomed the City of Ebba from Lebanon.

We encourage further initiatives to promote membership and can provide support from Hiroshima as needed. Please continue inviting mayors who are not yet members to join Mayors for Peace.

▼ List of New Members (PDF):

http://www.mayorsforpeace.org/data/pdf/03_newmembers/2019/newmembers1902_en.pdf

▼ Map of Member Cities:

<http://www.mayorsforpeace.org/english/membercity/map.html>

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If you have any comments or questions, please contact us at:

Mayors for Peace Secretariat

1-5 Nakajima-cho, Naka-ku, Hiroshima 730-0811 Japan

Tel: +81-82-242-7821 Fax: +81-82-242-7452

Email: mayorcon@pcf.city.hiroshima.jp

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Adelaide Airport Consultative Committee (AACC) MINUTES



Date: 16 November 2018

Starting time: 9:00am

Location: Royal Flying Doctor Service (RFDS), 1 Tower Road, Adelaide Airport SA 5950

1.0 WELCOME

The Chairman opened the meeting at 0900hrs and welcomed those present.

Present	Company
Russell Synnot – Chair	Synnot & Wilkinson
Mark Young	Adelaide Airport Limited (AAL)
Brenton Cox	Adelaide Airport Limited (AAL)
Alicia Bickmore	Adelaide Airport Limited (AAL)
Jamie Sangster	Adelaide Airport Limited (AAL)
Rob Kaftan	Adelaide Airport Limited (AAL)
Amy Mitchell	Adelaide Airport Limited (AAL)
Jenny Harris	Adelaide Airport Limited (AAL)
Matthew Polkinghorne	Department of Planning, Transport and Infrastructure (DPTI)
Steve Georganas	MP for Hindmarsh
Juergen Ruppert	Department of Planning, Transport and Infrastructure (DPTI)
Terry Buss	City of West Torrens
Adam Osborne	Department of Infrastructure, Regional Development and Cities (DIRDC)
Caryn Glossop	Department of Infrastructure, Regional Development and Cities (DIRDC)
Barry Salter	Holdfast Bay Resident Alliance
Lindsay Jervis	West Beach Resident Alliance
Andrew Collins	Airservices Australia (ASA)
Julian Howard	GHD
Phillip Martin	Adelaide City Council
Clare Mockler	Adelaide City Council
Brenton Burman	AECOM
Chris Wallace	Airservices Australia (ASA)
Ian Delaere	SA Health
Greg Ingleton	SA Water
Sue Curran	City of West Torrens
Matt Cowdrey	Member for Colton
Andrew Pruszinski	EPA
Robert Owen	Netley Residents Association

Apologies	Company
Kate Williams	West Beach Parks
Peter Dolan	EPA
Russell McArthur	Department of Infrastructure, Regional Development and Cities (DIRDC)
Evan Knapp	South Australia Freight Council (SAFC)
Phil Lawes	Department of Planning, Transport and Infrastructure (DPTI)
Marylou Bishop	Town of Walkerville
Hon Rachel Sanderson	State Member for Adelaide

2.0 MINUTES OF PREVIOUS MEETING – 17 August 2018

Proposed – Juergen Ruppert and Seconded Barry Salter that the notes of the 17 August 2018 meeting be adopted – Carried.

3.0 CORRESPONDENCE

3.1 Correspondence In:

- Apologies
- Reports

3.2 Correspondence Out:

- Previous Minutes, Agenda and Reports

4.0 SUMMARY OF ACTION ITEMS

4.1 Watson trash collection basin clean-up

NRM contractors have provided a long reach lift to assist with the clean-up of the trash racks. This has made a significant difference to the site. SA Water have made some improvements downstream which also has improved the water flow in the area.

5.0 AIRPORT UPDATE

5.1 Adelaide Airport Limited (AAL) Report – The report was tabled with the following items noted. Since the last meeting the Airport Hotel has been opened, the Patawalonga Creek site has been opened to the public and Singapore Airlines announced they will be flying A350-900 aircraft into Adelaide which is a newer, more fuel efficient and quieter aircraft.

5.2 Property and Development and Land Use Report – The Report was tabled and taken as read.

5.3 Environment Report – The Report was tabled and taken as read.

5.4 Planning Co-ordination Forum Report (PCF) – Report was tabled with the following items noted. The PCF retains a standing agenda item on the Planning Reforms and State Planning Policy. DPTI provided a brief update on the status of relevant projects:

- Public consultation on the Draft State Planning Policies has concluded, with more than 150 submissions received, including a submission from Adelaide Airport Ltd. A further paper is being prepared in response to the issues raised through the public consultation process. However, it was noted that the first version of the State Planning Policies needs to be finalised
- Public consultation has commenced on a number of Discussion Papers, including the 'Integrated Movement Systems Policy Discussion Paper'. The consultation period closes on 3 December 2018. Discussion Papers will inform the preparation of the Planning & Design Code.

Recent amendments to the *Airports Act 1996* came into effect on 26 September 2018. The key amendments include:

- 8-year planning cycle for Master Plans for all airports (other than Sydney, Melbourne, Brisbane, Perth and Western Sydney);
- Monetary trigger for Major Development Plans extended to \$25 million; and
- A new ANEF must be prepared for each Master Plan.

5.5 Adelaide Airport Technical Working Group (AATWG) – The group discussed a number of issues regarding airport operations including noise complaints and Remembrance Day operations. No items have been referred from the AACC to the group.

5.6 Adelaide Airport Master Plan

Please refer item 8.1.

6.0 COMMUNITY AND AIRPORT AGENCY UPDATE REPORTS

6.1 Federal Department of Infrastructure, Regional Development and Cities – The report was tabled with the following items noted: On the 9th November, the Transport and Infrastructure Council Ministers endorsed the revised NASAG guideline for Public Safety Areas which will come into effect. The implementation of the guideline will be up to each State and Territory. The Commonwealth expect further consultation with communities and are available to support jurisdictions to assist with the implementation stage.

Since the last meeting, a number of changes have occurred across the Australian Government ministries including a new Prime Minister, but the responsibilities of the Deputy Prime Minister who is responsible for Infrastructure has not changed.

Some recent changes which have come into effect relating to the Airports Act include a change in the Master Plan cycle with AAL moving from a 5-year cycle to an 8-year cycle.

6.2 State Department of Planning, Transport and Infrastructure Report – The following items noted:

Marion Road Study: The Marion Road Planning Study is expected to be completed by the end of November 2018. This planning work has been progressing with input from community and key stakeholders. The timing of the release of information resulting from the study will be subject to discussions with the Australian Government who are providing the funding for this planning project.

The study has identified and assessed options to improve road safety and the flow of traffic along Marion Road between Anzac Highway and Cross Road. This incorporates the Anzac Highway and Cross Road intersections, and the Glenelg Tramway corridor level crossings at Marion Road and Cross Road.

Items investigated include:

- Road capacity of Marion Road during peak periods;
- Safety at the two intersections (Marion Road/Cross Road and Marion Road/Anzac Highway);
- Connectivity within the local area, including walking and cycling; and
- Integration with potential future developments and good urban design.

Further community and stakeholder engagement, beyond the planning study, will be conducted if the study outcomes receive funding commitments for design and construction.

Upgrade of the intersection of Sir Donald Bradman Drive and Marion Road: DPTI has identified the upgrade of this intersection as a short to medium term priority. Costs associated with any upgrade will likely be high due to acquisition requirements and the relocation of utility services etc. This project is currently unfunded.

North – South Corridor: Both the South Australian and Australian Governments have indicated clear commitments to progress a non-stop North-South Corridor for Adelaide. Construction is currently underway on the Northern Connector, Torrens Road to River Torrens and Darlington sections of the corridor, with funding committed towards the delivery of the Regency Road to Pym Street section of South Road. Completion of these projects by 2022 will create a 47-kilometre continuous section of the North-South Corridor between Gawler and the River Torrens.

On 7 May 2018 the Australian Government announced its \$1.211 billion contribution towards the North-South Corridor. The Australian and South Australian governments are working together to identify the next priority section of the corridor and are also exploring opportunities to accelerate the funding and delivery of the project.

On 15 October the Minister for Transport, Infrastructure and Local Government, the Hon. Stephan Knoll, announced that a contract had been awarded for the business case development of the River Torrens to Tonsley Boulevard section of the North-South Corridor and the investigation into the viability of tunnels.

Once the next priority section has been identified and concept plans developed, the Department will have greater certainty of impacts and will be able to provide reliable advice to affected land owners, local and state government agencies and the community.

Information about the 10-Year Delivery Strategy for the North-South Corridor can be found in the Scoping Report released on 18 May 2015 and available at www.infrastructure.sa.gov.au/nsc/10yds. Further information on the North-South Corridor can be obtained at www.infrastructure.sa.gov.au/nsc or if you would like to speak to a member of the North-South Corridor team, please email northsouthcorridor@sa.gov.au or call 1300 951 145.

It was noted that now the Public Safety Areas revised guideline has been endorsed and handed over to the State and Territories, the Department will be conducting consultation with the relevant stakeholders and affected communities and will assess the implications of the new guideline and the way forward regarding the planning and design code.

6.3 Airservices Australia (ASA) Report – Airservices Aircraft Noise Information Reports for Adelaide are available here: <http://aircraftnoiseinfo.bksv.com/adelaide/home/>. The Adelaide online noise report will be updated within 8 weeks of the end of every quarter and prior to AACC meetings.

Airservices Policy on Stakeholder Consultation

The Policy noted that Airservices is committed to consulting with communities potentially affected by any proposed flight path design changes in an open and transparent manner. Airservices will communicate early with potentially-affected communities and relevant stakeholders, to ensure there is easy and timely access to clear, accurate and transparent information. Airservices will seek community and stakeholder feedback on any proposed changes and will consider the feedback and provide a summary back to the community on what is heard.

In all cases, ASA will update their website and provide a Fact Sheet. Depending upon the change, Airservices may provide information by:

- Presenting at the TWG/AACC;
- Advising local councils;
- Advertising in local newspapers; and
- Using the social media channels of councils, community groups etc.

Airservices will provide the community with:

- More time - Wherever possible, feedback from the community will be invited for a period of up to six (6) weeks; and
- 'What we heard' - A Summary of the Feedback provided will be released on the Airservices website prior to the implementation of any change or new flight path.

Due to the six-week feedback period, updates may not be able to be provided to the TWG/AACC in advance. In the event that this occurs Airservices will provide the information to the TWG/AACC Chair and Secretariat for distribution to the TWG/AACC members:

- This will include fact sheet/s and website links;
- Airservices remains committed to the communication of all flight path changes to TWG/AACC; and
- Airservices will provide a full update at the next scheduled meeting.

Adelaide Airport Activity

The total movement numbers are consistent with previous years (26,274 movements in quarter 3), jets and prop aircraft are also consistent with previous years. July was the busiest month for jets, and the average movements per month was higher than quarter 2. 38 complainants were received in the quarter 3, an increase from 26 in quarter 2. This is consistent with quarter 3 in 2017 and likely reflects annual weather patterns. Curfew, standard flight path movements and helicopters were the main items of concern for complainants. Flight path complainants focused primarily on runway 05 departures which is seasonally expected with runway 05 usage usually declines in quarter 4.

A thank you was provided to ASA for their assistance on Remembrance Day. The airlines and local aviation community involved were also thanked for making the one-minute silence possible. It was noted that only a limited time of silence can be provided to avoid material disruption to air traffic.

It was noted that there are a number of ways to lodge a complaint or make an enquiry about aircraft noise or operations with Airservices Noise Complaints and Information Service (NCIS).

- directly via WebTrak - www.airservicesaustralia.com/aircraftnoise/webtrak/
- using Airservices' online form – www.airservicesaustralia.com/aircraftnoise/about-making-a-complaint/how-to-make-a-complaint/
- by calling 1800 802 584 (freecall).
The hotline is staffed Monday to Friday, excluding public holidays, from 9 am-5 pm Sydney time.
- by fax (02) 9556 6641 or
- by mail – Noise Complaints and Information Service PO Box 211, Mascot NSW 1460

6.4 Aircraft Noise Ombudsman Report – Nothing to report to Committee.

6.5 City of West Torrens (CWT) – The Report was taken as read and the following noted: The CWT are working on leasing out the remaining space in their new depot facility.

6.6 City of Holdfast Bay – no report submitted.

6.7 City of Adelaide – no report submitted.

6.8 West Beach Parks Report – no report submitted.

6.9 Town of Walkerville Report – no report submitted.

7.0 OTHER/ NEW BUSINESS

7.1 AAL Terminal Expansion (TEx) Update

Construction has started on the \$165m terminal expansion, redevelopment and upgrade project (TEx). TEx is focussed on improving the customer experience for international arrivals and departures areas including improved baggage facilities, processing areas and duty free. Terminal retail will be expanded to create more retail and dining options for all customers.

Phase 1 of the construction has commenced which includes demolition of part of Northern Screening, services isolation and relocation, building platform preparation, piling and foundations and airside work.

Over the past few months building platform, subgrade and base works were completed in August. Piling, airside road and new building works were completed in September. Excavation, pile caps and tie beams are currently being undertaken and airside road service diversions have been in place since September.

The upcoming construction works include;

- Complete Substructure;
- Superstructure Commences;
- Precast & Structural Steel;
- Airside Road Pile Caps;
- Relay Relocation & Tenancy Demolition;
- Cibo Tenancy Amended; and
- Tunnel Installation.

In the next few months you will see Relay relocated and tenancy demolition in late November and in late January, a tunnel will be installed to create access to the northern end of the Terminal. The Airport is currently reviewing the Food and Beverage Requests for Proposals (RFPs) and the Duty-Free RFPs are out to market.

A Committee Member asked if there was scope in this project to improve the pickup and drop area. It was noted the airport is looking at alternate options for taxi drop off to help with congestion in the area. Customer Services Officers are available to provide assistance if required as they have a dual role to manage traffic and help customers. It was noted that Airlines can assist from check-in. It was also noted that a dedicated drop off and pickup area for disabled passengers is located at the southern end of the Terminal and more information can be found on the AAL website. It was noted that the Airport takes all feedback on-board.

For more information about the TEx project, please visit the AAL website [here](#).

8.0 FORMAL PRESENTATIONS

8.1 Adelaide Airport 2019 Draft Master Plan

The 2014 Adelaide Airport Master Plan is currently under review. The Legislative Requirements under the Airports Act include:

- A new Master Plan must be lodged with the Minister for approval by 9 January 2020;
- Legislative Change: For all airports except the largest Australian airports, the Master Plan now to updated every 8 years (previously a 5-year cycle); and
- Adelaide Master Plan will be the first Airport Master Plan under the amended legislation.

The Adelaide Airport Master Plan will include;

- 20 Year Planning Horizon;
- 8 Year Development Plan;
- 8 Year Ground Transport ; and
- 8 Year Environment Strategy.

The main areas of focus for the 2019 Master Plan will be:

- Environmental sustainability;
- Ground transport including the road network in and around the airport;
- Aviation forecasts;
- Terminal expansion;
- Commercial development; and
- Freight strategy.

The steps of a Master Plan include:

- Phase 1 – Scoping;
- Phase 2 - Concept Planning and Concept Planning Workshops;
- Phase 3 - Investigations and Technical Studies;
 - Aviation Forecasts;
 - Infrastructure Investigations;
 - Environment Strategy;
 - Ground Transport Strategy;
 - Land Use Plans;
- Phase 4 – Plan Preparation;
Exposure Draft Master Plan;
- Phase 5 – Preliminary Draft Engagement;
Preliminary Draft Master Plan;
Public Exhibition;
- Phase 6 – Approval Process;
Draft Master Plan and Supplementary Report;
- Phase 7 – Master Plan Deliverable; and
Final Master Plan.

The Airport is currently at Phase 3 – Investigations and will conduct detailed investigations relating to: Aviation Forecasts, Infrastructure, Environment Strategy, Ground Transport Strategy, and Land Use Plan and a final Technical Report Submission in late February 2019.

The next steps for the Master Plan include draft and finalise technical report, draft and review chapter writing and Exposure Draft preparation.

The key Master Plan dates to note:

- Exposure Draft – 15th April 2019;
- DIRDC Review (30 Business Days);
- Preliminary Draft – 22nd July 2019;
- Public Exhibition (60 Business Days); and
- Final Draft for Approval – 16th December 2019.

On-going discussions and technical working sessions with State and Local Government have commenced and we would like any issues raised throughout the process. The next Planning Coordination Forum in February 2019 will be a working session on the preparation of the Exposure Draft Master Plan. At the next AACC in February 2019 an update of the progress of the Exposure draft Master Plan will be provided. Presentations with State and Local Government prior to finalisation of the Exposure Draft (including updates to the ANEF Noise Contours) will be undertaken. Letters will be sent shortly to key stakeholders.

A Committee Member mentioned that now the Airport has moved to an 8-year cycle, it could have both a positive or negative effect. It was noted that the new regulations are set to an 8-year cycle. Pushing out the horizon to 8 years, predicting peaks and troughs with ground transport plans, and aircraft noise would be difficult. It was noted that Master Plan processes are expensive but the regulations have the balance right. It was also noted that consideration of any new developments on Airport that are inconsistent to the Master Plan would require the Airport to do a minor variation to the Master Plan which includes consultation. For more information please visit the AAL website [here](#).

8.2 PFAS Update

ASA are responsible through the *Air Services Act 1995* (Commonwealth), for the provision of air traffic management. ASA provide Aviation Rescue Fire Fighting Services (ARFFS) at a number of Australian airports. ASA maintains ARFFS operational infrastructure and training facilities to support the provision of ARFFS as per regulations set by the Civil Aviation Safety Authority (CASA). Failure to maintain operational capability will “close down” an Airport. Airservices is a Commonwealth agency, but not Commonwealth funded.

Airservices was created in 1995 and used aqueous film-forming foam (AFFF) operationally and for training up to 2010:

- Up to 2003 - AFFF that contained PFOS (active ingredient);
- In 2003, changed to a different AFFF product to avoid PFOS – called Ansulite - but this was also found to contain PFOS; and
- In 2010, transitioned to a PFAS free foam (Solberg RF6).

Airservices does not use firefighting foam containing PFAS at Adelaide Airport. Airservices has been using PFAS free firefighting foam at Adelaide Airport since 2010.

PFAS are a group of manufactured chemical compounds that have been widely used in common household products such as non-stick cookware, and food packaging and in specialised applications such as firefighting foams and high-tech batteries.

Airservices is not a health expert but rely on guidance provided by Australian health authorities. Airservices continues to work closely with the relevant Commonwealth and State health and environmental authorities to ensure the community get appropriate advice and information. The Commonwealth Government’s independent Expert Health Panel for PFAS released its report in early May 2018 which reinforces the advice that there is no conclusive evidence that PFAS causes any specific illnesses, including cancer, in humans.

A number of household items contain PFAS including the below:

- non-stick, stain-/water-/wear- resistant, dispersive applications, Teflon, baking/greaseproof paper, wash and wear paints, pesticides etc.;
- Aviation “lubricants”, lubricants and hydraulic fluids (need something that won’t freeze or subsequently “explode” when rapidly heated) for airplane control surfaces, brakes, wheels etc.;
- Mist suppressants, chrome plating, photography;

- Firefighting foams, not just fire brigades, but all fire suppression systems where liquid fuels are a concern (tank farms, refineries, petrol stations, mining equipment, aircraft hangars etc.); and
- High-tech batteries, Improvement in battery technologies driven largely by electric cars, PFAS added to improve performance and reduce flammability as a result of heating.

PFAS has a number of challenges including the below:

- Ubiquity of PFAS;
- Currently no specific regulatory standard;
- Lack of national consistency;
- Industry capacity constraints; and
- No 'off-the-shelf' products for treatment/remediation.

The Food Standard Australia New Zealand (FSANZ) provides a tolerable daily intake (TDI), used in assessments on a case by case basis. Produced a drinking water guideline below which no impact should be observed – but is a chronic exposure scenario, and not strictly relevant to acute cases, where the TDI would be used instead. Not regulatory unless stipulated in legislation or policy.

ASA has completed a Preliminary Site Investigation (PSI) for PFAS contamination at Adelaide Airport related to the historic operations of Aviation Rescue Fire Fighting Service (ARFFS). The PSI detected PFAS on the airport in close proximity to where firefighting training activities were carried out. Levels of PFAS were generally low on the airport away from where firefighting training historically occurred. Following the PSI, further targeted sampling was conducted and a higher level of PFAS was detected at the western boundary of the airport. Further groundwater sampling from public land adjacent to the western boundary of the airport, stormwater testing and a survey of bore water usage will now be carried out. Airservices is working closely with Adelaide Airport, the South Australian Environmental Protection Authority (SA EPA) and SA Health including sharing all testing results. Airservices is also currently in the planning phase for a stormwater treatment trial to capture and treat runoff before it enters the stormwater system.

In co-operation with Adelaide Airport, Airservices has completed a series of activities relating to PFAS. In 2008, Airservices (via GHD) undertook a preliminary assessment of the fire training ground. This assessment confirmed the presence of PFAS residues within soil and groundwater at the fire training ground at Adelaide Airport. Some results exceeded screening levels (0.3 ppb for water, 6 ppm for soil). This result was likely due to the historic use of firefighting foam containing PFAS. At that time, Airservices informed regulators, including the Commonwealth Department of Infrastructure and Regional Development and the South Australian Environment Protection Authority of the presence of PFAS at the fire training ground.

ASA will continue to investigate, monitoring PFAS and trial wastewater treatment remediation methods. All previous assessments focussed on fire training grounds, but learnings from work elsewhere indicated the need to broaden the scope to all ARFFS facilities and sites of AFFF use.

In 2015, MatCARE trialled at Adelaide Airport:

- Proved it could remove PFAS and TPH from wastewater;
- Solid waste streams (used MatCARE and activated carbon) requiring disposal; and
- Cost effectiveness not established in any comparison to other technologies (assessment underway).

PFAS Investigations undertaken so far at Adelaide Airport - in Summary

- Preliminary Site Investigation (2016) Site history review of possible sources of PFAS at the Adelaide Airport identified a number of potential sources on the airport and adjacent to the airport's south western boundary.

- Groundwater, Surface Water and Sediment Monitoring (2018). This year GHD undertook an investigation to assess a PFAS concentration in groundwater in the south western portion of the airport that was above criteria and attempt to identify the source. This work identified PFAS in groundwater exceeded the drinking water criteria on the western boundary of the airport.

The next stage of PFAS Investigations at Adelaide Airport:

1. Installation and sampling of groundwater monitoring wells within road reserves 200m to the west of the airport boundary;
2. Groundwater bore use survey within 200m of the airport's western boundary to assess:
 - Do you have a bore?
 - What do you use it for?
 - Why?
3. Sampling of surface water and sediment adjacent to the airport in the upper Patawalonga, the Patawalonga Lake and Barcoo Outlet following a wet weather event and following a dry period. If PFAS is detected in the wells installed within the road reserves, contingency wells will be installed 500 m from the airport boundary in road reserves and a groundwater bore use survey will be undertaken within 500 m of the airport's western boundary; and
4. GHD will be door knocking residents to assist with completing the survey.

ASA and the Airport are taking a risk approach when looking at chemicals in the environment. The PFAS found is in very low concentration, half a drop in an olympic-sized swimming pool. The water PFAS has been found is too salty to drink or use, would need to be mixed with fresh water. The main thing to note is that with no bore, there is no problem, but all stakeholders involved want to take an abundance of caution. It was noted that the soccer field on Airport land uses recycled water. PFAS is not just a local airport issue but a global issue and the steps undertaken are precautionary. Results from the survey will be shared publicly. A PSI report is available on the ASA website from today.

A Committee Member asked if anyone has been tested. It was noted blood tests have been done some years ago and another round of tests will be conducted. The health of staff and firefighters is the most important thing.

8.3 Aircraft Noise Survey results – City of West Torrens

A survey letter was provided to 12,000 residents and property owners living with the ANEF contours. 650 responses were received. The survey was designed to canvass the range of experiences of aircraft noise and its impact on property decisions. The survey was used to inform Council's position on aircraft noise policy and advocacy with Adelaide Airport Limited, the proposed Planning Code and relevant government departments. The common effects stated in the comments section of the survey include noise, sleep and curfew.

The Council Adopted Policy Position is below:

- ANEF > 25 to be used as the threshold for managing aircraft noise;
- Dwellings (and dwelling additions with habitable rooms) are constructed in accordance with Australian Standard 2021-2000: Acoustics - Aircraft noise intrusion - Building siting and construction; or
- Dwellings (and dwelling additions - where such additions have a floor area equal to or greater than 50 percent of the existing dwelling) include noise attenuation measures; and
- Land divisions in ANEF > 40 prohibited. The last threshold was noted by a Committee member as too high a threshold to offer practical protection.

9.0 SUMMARY OF ACTION ITEMS

Nil

10.0 DATE OF NEXT MEETING

The date of the next formal meeting is scheduled for Friday 22 February 2019 at 9am - location Royal Flying Doctor Service Central Operations, Frank England Room, 1 Tower Road, Adelaide Airport SA 5950.

The Chair wished everyone a Merry Christmas and a Happy New Year.

Meeting Closed at 10:22am

.....
Chairman / /



Australian Government
Department of Infrastructure, Regional Development and Cities

Aircraft operations during the Adelaide Airport curfew period

October to December 2018

Summary

LNHF	Dispensations approved	Pre-curfew Taxi Clearance	Curfew Shoulder Quota Movements	Emergency & Search/Rescue Movements	Permitted Jet Movements	Exempt Propeller Driven Aircraft	Diversions
196	18	12	4	673	13	96	2

Low Noise Heavy Freight (LNHF)

- There were 196 permitted Low Noise Heavy Freight movements by Toll Aviation (Airwork), Cobham Aviation, Qantas Freight and Virgin Australia Cargo using B737-300/400 freighters and British Aerospace 146 aircraft.

Movements approved by the Department

- Eighteen curfew **dispensations** were approved during the October to December 2018 period. There were two applications refused.
- There were 12 movements during the curfew period which were granted **pre-curfew taxi** clearance.
- There were two **diversions** to Adelaide due to the severe weather in Melbourne and not having enough holding fuel.

Curfew Shoulder Quota movements

- There were four curfew quota shoulder movements by Cathay Pacific Airlines. The Northern Hemisphere day light saving ceased on 7 October 2018. The Department has been advised by Cathay Pacific Airlines that the shoulder quota movements will not be required by the airlines this year due to a scheduling change.

Emergencies/ Search and Rescue

- There were 673 movements declared as emergencies (74 police helicopter movements, 78 Search and Rescue movements, 512 Royal Flying Doctor Service (RFDS) movements using the BE20 or PC12 aircraft, and nine aeromedical movements using Learjet 45 or BE40 aircraft).

Other approved aircraft movements:

- There were 96 approved propeller driven aircraft movements in addition to the RFDS operations. These aircraft included: 63 x PC12's; 12 x Fokker 50's; 8 x Beech 200's; 7 x Saab 340's; 2 x Cessna 441's; 1 x Aero Commander 90; 1 x Fokker 27; 1 x Cessna 208 and 1 x Piaggio 180.

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- There were 13 business jet movements, including 6 x Cessna 525A's; 2 x Challenger 350's; 1 x Embraer E135; 1 x Cessna 680; 1 x Global Express; 1 x Gulfstream 4 and 1 x Falcon 20

Jet Runway Usage (excluding aeromedical)

- Jets included in the below table include Low Noise Heavy Freight, Cathay Pacific, Diversions, Permitted jet movements, Pre-Curfew taxi clearance and Dispensations granted.

	October	November	December	Totals
Runway 05 Arrivals	49	61	42	152
Runway 05 Departures	1	1	2	4
Runway 23 Arrivals	18	14	16	48
Runway 23 Departures	9	11	17	37
Runway 12 Arrivals	0	0	0	0
Runway 12 Departures	0	0	0	0
Runway 30 Arrivals	1	0	0	1
Runway 30 Departures	1	0	0	1



Australian Government

Department of Infrastructure, Regional Development and Cities

Curfew Dispensation Report Adelaide

Curfew Dispensations October to December 2018

Approved Dispensations

Date	Carrier	Aircraft Type	Movement	Summary of events
03/10/2018	Jetstar Airways	A320	Arrival	Jetstar Airways flight JQ975 (Perth to Adelaide) had begun to depart when a passenger suffered a medical episode. The aircraft returned to the terminal and a dispensation was approved to land no later than 11:30pm. There were 180 passengers and six crew members on board. The aircraft landed at 11:12pm.
08/10/2018	Jetstar Airways	A320	Arrival	Jetstar Airways flight JQ776 (Melbourne to Adelaide) was delayed due to an engineering defect. A dispensation was approved to land in Adelaide no later than 11:20pm. There were 145 passengers and six crew members on board. The aircraft landed at 11:12pm.
11/10/2018	Virgin Australia	B737-800	Arrival	Virgin Australia flight VA1404 (Brisbane to Adelaide) had commenced departure when a passenger became disruptive and the aircraft returned to bay to offload the disruptive passenger. A dispensation was approved to land no later than 11:30pm. There were 132 passengers and six crew members on board. The aircraft landed at 11:24pm.
16/11/2018	Qatar Airways	A350	Departure	Qatar Airways flight QR915 (Adelaide to Doha) was delayed when it was discovered that the aircraft had been hit by lightning on the previous sector. A dispensation was approved to depart no later than 11:20pm. There were 89 passengers and 17 crew members on board. The aircraft departed at 11:08pm.
21/11/2018	Emirates	B777-300	Departure	Emirates Airways Flight EK441 (Adelaide to Dubai) was delayed into the terminal building due to strong winds gusting up to 45 knots, which significantly delayed both unloading, and loading the aircraft. A dispensation was approved to depart no later than 11:30pm. There were 234 passengers and 18 crew members on board. The aircraft departed at 11:06pm.
23/11/2018	Qantas Airways	B737-800	Arrival	Qantas Airways flight QF743 (Sydney to Adelaide) experienced delays in Sydney due to extended single runway operations resulting in exceptional delays causing ATC holding at gates and a rerun of the slot management program. A dispensation was approved to arrive in Adelaide no later than 11:55pm. A subsequent dispensation was approved to land no later than 12:15am due to enroute delays. There

				were 174 passengers and seven crew members were on board. The aircraft arrived at 12:10am.
23/11/2018	Qantas Airways	B737-800	Arrival	Qantas Airways flight QF701 (Melbourne to Adelaide) experienced a delay on the previous sector. A dispensation was approved to arrive in Adelaide no later than 11:55pm. There were 174 passengers and seven crew members were on board. The aircraft arrived at 11:28pm.
28/11/2018	Qantas Airways	B737-800	Arrival	Qantas Airways flight QF701 (Melbourne to Adelaide) was delayed on the previous sector due to severe weather in Sydney. A dispensation was approved to land no later than 11:25pm. There were 176 passengers and seven crew on board. The aircraft landed at 11:07pm.
11/12/2018	Qantas Airways Freight	B737-300	Arrival	Qantas Freight flight QF7398 (Sydney to Adelaide) were unloading freight in Sydney when a container got stuck and tore the inside lining. A dispensation was approved to land no later than 11:59pm. The aircraft landed at 11:54pm.
12/12/2018	Jetstar Airways	A320	Arrival	Jetstar Airways flight JQ776 (Melbourne to Adelaide) was delayed due to multiple factors both in Adelaide and on the previous sector. A dispensation was approved to land no later than 11:15pm, followed by an extension to 11:35pm. There were 176 passengers and six crew members on board. The aircraft landed at 11:28pm.
19/12/2018	Jetstar Airways	A320	Arrival	Jetstar Airways flight JQ975 (Perth to Adelaide) was delayed in Perth when during the pushback process the tug broke down which required an additional tug and caused delays with the departure. A dispensation was approved to land no later than 11:20pm. There were 157 passengers and six crew members on board. The aircraft landed at 11:07pm.
19/12/2018	Virgin Australia	B737-800	Arrival	Virgin Australia flight VA444 (Sydney to Adelaide) was delayed in Sydney when the tarmac was closed due to lightning strikes at the airport. A dispensation was approved to land no later than 11:15pm. There were 104 passengers six crew members on board. The aircraft landed at 11:03pm.
19/12/2018	Emirates	B777-300	Departure	Emirates flight EK441 (Adelaide to Dubai) was delayed when an engineering defect was found. Engineers were able to repair the aircraft and a dispensation was approved to depart no later than midnight. A subsequent extension was approved to depart no later than 12:15am due to delays in the engineering sign off. There were 313 passengers and 18 crew members on board. The aircraft departed at 11:58pm.
20/12/2018	Qantas Airways	B737-800	Arrival	Qantas Airways flight QF785 (Sydney to Adelaide) was delayed due to extended air and ground holding as a result of a significant and intense cell which included large hail stones and damaging winds and required a rerun of the slot management system in Sydney. A dispensation was approved to land no later than 11:45pm. There were 145 passengers and seven crew members on board. The aircraft landed at 11:38pm.
20/12/2018	Qantas Airways	B737-800	Arrival	Qantas Airways flight QF743 (Sydney to Adelaide) was delayed due to extended air and ground holding as a result of a significant and intense cell which

				included large hail stones and damaging winds has required a rerun of slots tonight. A dispensation was approved to land no later than 11:45pm. There were 164 passengers and seven crew members on board. This application was approved, however the flight did not land in Adelaide and the application was not withdrawn.
20/12/2018	Virgin Australia	B737-800	Arrival	Virgin Australia flight VA436 (Sydney to Adelaide) was delayed due to extended air and ground holding as a result of a significant and intense cell which included large hail stones and damaging winds and required a rerun of the slot management system in Sydney. A dispensation was approved to land no later than 11:45pm. There were 152 passengers and six crew members on board. The aircraft landed at 11:25pm.
21/12/2018	Qantas Airways	B737-800	Arrival	Qantas Airways flight QF665 (Brisbane to Adelaide) was scheduled to depart on time out of Brisbane, however a ground stop at Brisbane Airport resulted in extended holding for arrivals and departures. A dispensation was approved to land no later than 11:35pm. There were 172 passengers and six crew on board. The aircraft landed at 11:31pm.
21/12/2018	Qantas Airways	B737-800	Arrival	Qantas Airways flight QF785 (Sydney to Adelaide) was scheduled to depart on time out of Sydney, however crew for this flight were delayed in Brisbane when a ground stop in Brisbane delayed the operating flight crew. A dispensation was approved to land no later than 11:35pm. There were 174 passengers and six crew on board. The aircraft landed at 11:28pm.

Refused Dispensations

Date	Carrier	Aircraft Type	Movement	Summary of events
29/10/2018	Fiji Airways	B737-800	Departure	Fiji Airways flight FJ960 (Adelaide to Nadi) was delayed on the previous sector due to an engineering issue. A dispensation was requested, however refused. There were 77 passengers on board. The aircraft received taxi clearance at 10:59pm.
06/12/2018	Cobham Aviation	Bae146-200	Arrival	Cobham Aviation Services flight JTE223 (Port Augusta to Adelaide) were delayed due to technical delays. A dispensation was requested, however was refused. There were 86 passengers on board. The aircraft landed prior to the curfew period.

*Note – All approved and refused curfew dispensations can also be viewed at
<https://infrastructure.gov.au/aviation/environmental/curfews/CurfewDispensationReports/index.aspx>



AMAC *Australian Mayoral Aviation Council*

PO BOX 21, ROCKDALE, NSW 2216

ABOUT AMAC

Today, airports and aviation play an important role as service providers and as employment and economic generators.

They contribute to local, state, national and international economies.

They are also located in our communities providing both positive and negative impacts on people adjacent to airports or located beneath flight paths.

Issues surrounding airports and aviation are complex and there is every reason to project that pressures and complexity of aviation service delivery will only increase in the foreseeable future.

Projections are for an exponential growth in passenger and air freight services over coming years placing pressure on airlines, airports and ancillary service providers preparing to meet this demand.

Billions of dollars are being invested by airports throughout Australia establishing the infrastructure to meet projected demand. At the same time airlines are introducing new and increasing numbers of aircraft to their fleet and air navigation technology is undergoing major investment and revision in order to cope with demand.

The pressure from increases in passenger numbers and air freight volumes and the response by stakeholders to the challenge will see unprecedented demand for change in the way that airports operate and how flight paths and flight frequencies are designated. These demands will in turn represent potential impacts on communities presently or potentially affected by airport operations or aircraft over flight.

Elected representatives of communities impacted by aviation activity will no doubt be receiving representations from their constituents about various aviation issues. So it is reasonable to predict that the impact of change as a result of increasing aviation demand will see an increased expectation by communities that their elected representatives are well informed on the aviation issues which will arise and which may impact on them.

As previously stated, aviation is a complex industry, highly technical in nature and not easily understood (as demonstrated by the accompanying information sheets.)

The Australian Mayoral Aviation Council (AMAC) was initiated through a consensus meeting of a number of local authority representatives in December, 1982 and it continues to operate today.

It was agreed, at the time, that membership should be open to Mayors, Councillors and/or appropriate nominees of local authorities from throughout Australia, affected, or potentially affected by airport operations or aircraft noise.

AMAC's primary objective is to ensure that all reasonable measures are taken by the relevant authorities, to minimise the deleterious effect of aircraft and airport operations on local communities.

Though noise abatement is a desired outcome, AMAC is not an anti-aviation organisation. Quite the contrary. AMAC openly recognises and acknowledges the importance of aviation to the nation but, at the same time, makes representations on behalf of aviation impacted communities for their rights to be considered, respected and protected.

AMAC has been able to build co-operative relationships with relevant authorities and the aviation industry generally and works positively with all stakeholders towards achievable, acceptable and balanced solutions to the conflict arising through the movement of aircraft.

In this regard AMAC has previously participated in the Aviation Industry Consultative Council and also holds observer status with the Australian Aviation Association's Forum

AMAC organises itself on a regional basis with a member from each State elected to serve on an Executive Committee. It also holds an Annual General Meeting in conjunction with its Annual Conference and is fortunate to be able to attract quality speakers able to provide delegates with an insight and understanding of contemporary aviation issues.

The Annual Conference is AMAC's primary vehicle to assist delegates to gain knowledge and share experiences on aviation issues.

In addition to the conference it monitors and provides submissions on a range of issues and legislative changes including:

- Negotiations with airport lessees on lease compliant payments to local government;
- Submissions to, and appearance before the Senate Inquiry into Airservices Australia's Management of Aircraft Noise;
- Submissions to Airservices Australia regarding development of a Communication and Consultation Protocol;
- Submissions on the establishment of Community Aviation Consultation Groups;
- Submission to, and appearance before the Senate Hearing on the Airport Amendment Bill;
- Submissions to the Productivity Commission Inquiry into the Economic Regulation of Airport Services;
- Submissions on the various draft policy documents released by the National Airport Safeguarding Advisory Group; and its proposal to
- Submission on Standards Australia redraft of AS 2021-2000, "Acoustic Noise Intrusion – Building Siting and Construction;"
- Participation in industry workshop on Australia's Draft National Freight and Supply Chain Strategy; and
- CASA Proposal for the Registration of remotely piloted aircraft and operator accreditation scheme

AMAC also publishes a periodic newsletter dealing with contemporary aviation issues.

Bearing in mind the foreseeable changes within the aviation industry and recognising the potential community impact of changing international, national, regional and general aviation operations, the AMAC Executive has resolved to approach selected non-member local authorities to invite participation in the 2019 Annual Conference in order to establish the merits of AMAC membership.

The 2019 Conference will be held at the Four Points by Sheraton Hotel, Docklands Melbourne from 1st to 3rd May.

Come along and see what is happening with regard to aviation, gain valuable insight into the likely impacts on your community and establish how you might better represent the interests of your community.

The conference program and registration details are available for your consideration. In the meantime, if any further information is required, please contact John Patterson, Executive Director,

John Patterson

0414 276 464

PO Box 21 Rockdale NSW 2216

john.patterson@bayside.nsw.gov.au

AMAC Member Councils February 2019

Bayside Council NSW

Belmont City WA

Blacktown City NSW

Canada Bay NSW

Canterbury Bankstown NSW

Clarence City TAS

Cockburn City WA

Hume City VIC

Inner West Council NSW

Kalamunda City WA

Northern Midlands TAS

Swan City WA

West Torrens City SA

The AMAC Newsletter

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2019 AMAC CONFERENCE

Four Points by Sheraton Hotel
443 Docklands Drive, Melbourne
Thursday 2 and Friday 3 May 2019

Published by the
Australian Mayoral
Aviation Council





By the time you receive this Newsletter I will no longer be an elected member of Clarence City Council and, therefore, no longer eligible to continue as the President of AMAC.

Under the Tasmanian election system election of Aldermen (Councillors) is by postal ballot.

Due to changing personal circumstances I reluctantly decided not to lodge a nomination for re-election for a further 4-year term, having served some 37 years as an Alderman, Deputy Mayor and Mayor of my city.

I have also had the privilege of serving on AMAC's Executive Committee, firstly as Tasmania's representative then as Deputy President and, over the last two years, as President.

I commend membership of AMAC to all Councils whose constituents are impacted by aviation activities.

AMAC has been active since 1982. Its formation came in response to the frustration of airport communities regarding the lack of consideration in access to adequate information and lack of active consideration of community amenity in the formulation of national aviation policy.

AMAC has proven to be the vehicle for aviation communities to provide a co-ordinated national response as issues arise and has provided a positive community-based contribution to the formulation of Australia's aviation policy.

One initiative in which AMAC played an important role has been the mandatory establishment of Community Aviation Consultation Groups (CACG's) at 19 Commonwealth leased airports around Australia.

These Groups are a valuable local forum for local communities to address local airport issues.

Unfortunately, due to the efflux of time and corresponding changes in both Council elected and appointed representatives, there has been a loss of corporate understanding of the reasons for AMAC and the contributions it has made and continues to make on aviation issues.

Indeed, there are some local government decision makers who see their CACG as making AMAC redundant.

In responding to that belief, I repeat that the CACG is a valuable local forum for local communities to address local airport issues. The CACG is certainly a step up from an individual Council attempting to influence airport operations. However, the local CACG becomes nothing more than an outpost in relation to the formulation of national policy.

A co-ordinated national response is essential and requires a national presence.

Over the years AMAC has established itself as that presence. However, it requires the continuing support of aviation impacted Councils in order to deliver on behalf a your/their community.

In addition, the Annual General Meeting provides the opportunity for member Councils to provide direct input while the accompanying Annual Conference provides delegates with an unparalleled opportunity to become better informed on contemporary aviation issues.

The 2019 Conference and AGM will be held at the Four Points by Sheraton Hotel, Docklands, Melbourne on Thursday 2nd and Friday 3rd May with a quality list of speakers on various aviation topics already being assembled. I commend it to you.

In conclusion I encourage your Councils continued support of AMAC through membership and through the active participation of delegates at the Annual Conference and through the Annual General Meeting.

Jock Campbell
President

PFAS UPDATE

Per- and poly-fluoroalkyl substances (PFAS) are toxic, persistent and bioaccumulate in the environment. There are many common sources of PFAS including firefighting foam, water repellents, fabric protector, carpet protection chemicals and non-stick cookware.

PFAS can also be found in soil, concrete, groundwater, surface water and sediments. These chemicals are resistant to heat, water and oil and do not degrade in the environment.

Use in firefighting foam has been a major focus, particularly in relation to Williamstown, Oakey and Tindall bases.

Airservices is responsible for airport firefighting units at non-defence airports and has been working with Commonwealth, State and Territory government agencies, airports and research institutions on initiatives to respond to current concerns.

Uncertainty remains as to whether there are any particular health impacts as a result of exposure.

Airservices began phasing out PFAS containing foam in the early 2000's and has not used that product at any of its 24 airports since 2010.



The exponential growth in drone/ UAV/UAS technology is becoming increasingly mainstream and is a regular feature in earlier Newsletters. But, what about "conventional" pilotless aircraft?

There is a general expectation that driverless cars will become increasingly common, particularly in high density city landscapes.

However there are those who believe pilotless planes are likely to precede the onslaught of driverless cars thanks to a more favourable operating environment and pre-existing levels of automation.

The land based operation of autonomous vehicles is complicated by the dynamic environment in which they must operate. General landscape, hazards, signage and conflict with human activity all contribute to a

high level of complexity and the ability to operate safely in variable circumstances.

Conversely well planned flight in a low variable environment with standardised arrival and departure times and en-route clearances is far more straightforward. In addition existing aircraft automation already meets the three primary capabilities of a pilot:

- ✦ Physical capacity to operate the aircraft;
- ✦ Extensive knowledge of aircraft systems, procedures, rules and regulations; and
- ✦ Sound judgement.

Just when this scenario might eventuate relies far more on the appetite of passengers and perceptions around psychology and security than on available technology.

SOME SUCCESS WITH NOISE REDUCTION



With the reduction in the noise generated by modern high-bypass turbofan engines, the airframe has now emerged as the major contributor to aircraft noise emissions on take-off and landing.

As a result a number of organisations are actively testing noise reduction strategies in relation to wing flaps and landing gear.

In recent tests the Japan Aerospace Exploration Agency has achieved an overall noise reduction of 4.4dB while NASA has achieved a 10dB

reduction in flap noise virtually eliminating its contribution to approach noise. NASA's strategies in relation to landing gear treatment have so far produced noise reduction between 4 and 5dB with the end result being a 50% reduction in perceived noise on approach.

Further, the technology under development by NASA is capable of retrofitting to different existing aircraft types.

Uberair Cities Trial

Ten cities from around the world are in the running to become the first international test site for Uber's proposed aerial ride sharing program.

Finalists are in Australia, Brazil, France, India and Japan with the winning city joining Dallas and Los Angeles already selected as US launch cities for the program.

UberAir aims to begin demonstration flights in 2020 with commercial services to commence in 2023.

City finalists are – Sydney and Melbourne, Rio and Sao Paulo, Paris, Bangalore, Mumbai, New Delhi, Osaka and Tokyo.

Short listed cities were required to have a population greater than 2 million with a density above 2000 people per square mile.



Other criteria include that cities must be:

- ✦ Polycentric with multiple dense nodes of development and subject to intense road traffic congestion; and
- ✦ Stable and well suited to aviation operations with a lack of extreme weather, temperature and elevation.

Preferred locations should also support at least one local real estate partner able to assist with Skyport development with streamlined zoning processes enabling mixed use transit-oriented development and reduced parking requirements.



For a short time Qantas flights from Perth to London was the longest non-stop commercial flight. That has now been superseded by a 19 hour non-stop service from Singapore to New York.

In response Qantas has been through a request-for-information process with both Boeing and Airbus with responses expected to be completed in 2019.

Following detailed discussions with both manufacturers, Qantas believes both will have aircraft proposals capable of flying non-stop from Australia's east coast to both London and New York carrying approximately 300 passengers. Qantas is pushing for aircraft delivery to commence in 2022.

AUTONOMOUS AID

A German/Dutch consortium in conjunction with the UN World Food Program has flight tested emergency food delivery in remote locations in the Dominican Republic.

Deliveries using an autonomous helicopter incorporates a specially developed disposable and biodegradable cardboard box for the payload. When dropped the side surfaces of the box open to slow and stabilise its descent.



Flights took place in areas where flooding had cut supply routes with a payload of 20kg of dry food which arrived undamaged.

Work is now underway on integrating this supply method into existing logistic systems for the delivery of humanitarian aid.



Project "Wing" and Other Tales

Googles advanced projects arm has a number of autonomous vehicle programs in field tests.

One of these (Project Wing) has been testing in Australia. First in remote areas of Queensland, then in semi-rural outer Canberra. The project has now progressed into the Canberra suburbs with the trial working in conjunction with Mexican food chain Guzman y Gomez and also pharmacy chain, Chemist Warehouse.

Customers use a smartphone app to order. Delivery is then made by Wing's UTM system which is capable of flying up to 10km each way at speeds up to 120kph. The hybrid multi-rotor vehicle hovers above 5 metres, lowering a hook to pick-up and drop-off the order.

In Switzerland Boeing backed Matternet, in conjunction with Swiss Post, is operating in Lugano and Bern and expanding into Zurich. The company's autonomous quadcopters are flying laboratory samples between hospitals.

Matternet is also running trials in North Carolina and the City of San Diego involving transport of time critical medical samples and medical supplies between medical facilities.

The same company has already conducted trials in Zurich involving Swiss on-line retailer Siroop. In this instance the drones fly the company's product to delivery vans waiting at specified locations where the van driver takes possession of the articles for local delivery.

Regulate or Perish

While legislatures are struggling to develop policies aimed at regulating the rapid growth in drone technology, vested interest groups are also struggling to cope.

In response to the growth in drone and Remotely Piloted Aircraft Systems, Airports Council International (ACI) has developed a policy paper aimed at providing practical recommendations to airport operators.

The document aims to ensure that useful drone operations are facilitated without negative impact on the safety, security, efficiency or capacity of airport operations.

It is anticipated that the policy will be reviewed and updated regularly acknowledging the rapid development in drone technology. Version 1.0 of the Policy Paper is available on the ACI web site

At the same time Airbus has raised concerns that work being done around the globe to develop a framework for control of the low altitude airspace in which unmanned aircraft and air taxis will operate fails to detail how the framework might be implemented.

In response Altiscope from within Airbus' Silicon Valley holding has produced, what it calls, a road map for systems integration called "Blueprint for the Sky."

The Blueprint notes that there were 4 billion online parcel orders for delivery in Europe in 2017. If just 1% of those parcels were to be delivered by drone there would be 14,000 flight per daylight hour across Europe.

Similarly, if just 1% of the 2.2 million people in Central Paris were to commute by UAM each day there will be in excess of 11,000 flights per hour over the city during peak periods.

The Blueprint also envisages six phases of integration ranging from Level 0 – no automation corresponding to today's visual-line-of-sight operations, through to Level 5 where on-demand operations are dynamic involving high-density airspace and fully autonomous systems certified for all phases of flight.

Meanwhile the FAA has stressed that safety is, and always will be, the underlying requirement of a viable urban (UAM) aviation industry with public acceptance the key.



New Australia & New Zealand Fleet

Air New Zealand has become the first Australasian airline to introduce new-generation narrow body aircraft to its fleet with its first A321 Neo entering service in late November with two more due before Christmas.

Virgin and Qantas are not far behind with Virgin's new 737 MAX beginning to arrive in 2019 and Qantas' (Jetstar's) large Neo order commencing delivery in mid-2020.

Both Airbus and Boeing new/replacement aircraft will have greater capacity (around 40 additional seats) and also increased range

Collectively there are 160 aircraft.



WHAT ABOUT ELECTRICITY?



There is in fact substantial industry belief that this will happen, but in different ways, within different timeframes and in different markets.

Aircraft propulsion today falls generally into three categories:

- ✦ Piston engines in short range general aviation;
- ✦ Turboprop and turbofans for regional and business aviation; and
- ✦ Large turbofans for medium and long haul commercial aircraft.

Electrification is expected to be much more varied.

Large turbofan propelled long-range aircraft are already highly efficient while competing electricity based technology does not yet exist which would be capable of competing in this sector on a commercial basis.

On the other hand clean, quiet, reliable and cost effective electric propulsion systems are expected to find a place more readily, and quite soon, within the short range GA sector. Regional aviation too is expected to lend itself to hybrid-electric systems.

Challenges, which are being addressed include the energy density of batteries, the power density of generators, inverters and motors, thermal management and managing high voltage systems at high altitudes.

Today, all major aircraft engine manufacturers along with a plethora of reputable industry players, universities and suppliers are pouring considerable finance and expertise into resolving these issues and into developing demonstration craft aimed at addressing various segments of market.

Over 100 current projects are currently underway with flow-on implications for airports, airlines and aircraft manufacturers.



NASA is planning to fly a “low-boom” supersonic demonstrator over selected areas of the US to collect data on public acceptance of the resulting sonic boom.

Data gathered will feed into the defining of a standard for en-route noise that would allow for civil supersonic flight over land.

The first phase of the project will see the Lockheed Martin demonstrator conducting data gathering flights on aircraft design from mid-2021 into early 2023.

Phase 2 will see the concurrent measuring and characterisation of the sonic “thump” in different flight modes and atmospheric conditions.

Between 2023 and 2025 community reaction testing will be conducted.

Meanwhile the FAA’s authorization legislation agreed by the US House and Senate Committee leaders announced in September requires the FAA to issue a notice of proposed rule making on noise standards for civil supersonic aircraft no later than March 31,

2020 with standards required for both take-off and landing noise as well as sonic boom.

From December 2020 and every 2 years thereafter the FAA will be required to review available aircraft noise and performance data to determine if US Regulations should be amended to remove the current ban on civilian supersonic flight over land.

Biofuel Opportunity

Virgin Australia has conducted a major biofuel trial through Brisbane Airport becoming an Australian first for the delivery of a sustainable fuel type through a traditional fuel system.



The blended jet/bio fuel mix was supplied to a range of airlines involving 195 domestic and international flights.

The biojet fuel used in the trial was produced in the US with no advanced sustainable aviation fuel being produced in Australia in sufficient quantities.

There is potential however for that to change and one of the goals of further trials is to support the development of a local industry.

In a similar vein a United Airlines Boeing 787 recently flew from San Francisco to Zurich powered by a blend of biojet fuel derived from carinata, an oilseed crop capable of being grown in rotation with food crops.

Back in January Qantas, in collaboration with the same biojet

fuel consortium flew a 787 with a 30% biojet mix from Los Angeles to Melbourne.

The 15 hour flight used 53,000 lb. of the fuel blend with a corresponding 40,000 lb. reduction in carbon emissions.

Canadian company, Agrisoma Biosciences is working with farmers in North America, South America, Australia and Europe to plant carinata as a rotational crop and a supplementary income source.

Some 50,000 acres (approx. 20,250 hectares) of carinata was planted in 2017, capable of producing 20-25 million gallons (75.8 – 94.6 million litres) of fuel. That volume has doubled in 2018 and is expected to continue doubling in each growing cycle.



Australian Mayoral Aviation Council

PO Box 21, Rockdale NSW 2216

AUSTRALIAN MAYORAL AVIATION COUNCIL

2018 EXECUTIVE DIRECTORS REPORT

AVIATION REGULATION SUNSETTING

Sunsetting provisions in Commonwealth legislation mean that an effective regulation has a “life” of ten years.

After that time it will cease to have effect unless legislative action is taken to extend it, either in its current form or following the introduction of amendments considered appropriate.

The intent of sunset provisions is to compel rule-makers to consider contemporary relevance and whether the legislation, in its current form, should be retained, repealed or amended.

Where it is proposed to introduce new or amended legislation likely to have a regulatory impact the relevant agency is required to compile a Regulatory Impact Statement.

In doing so every policy option is supposed to be assessed, likely impacts costed and a range of viable alternatives considered in a transparent and accountable manner.

The Aviation and Airports Division of the Department administers a range of instruments sunset over the next few years.

These include a range of instruments under the *Airports Act 1996* and the *Sydney Airport Demand Management Act 1997*.

A LIST OF INSTRUMENTS AND RELEVANT DATES IS CONTAINED IN DELEGATES FOLDERS.

The original indicative consultation dates published by the Department were:

- **First Consultation – mid September 2017**

The Department commissioned Orima Research to develop and conduct a preliminary online survey which concluded in mid-November 2017.

All member Councils were notified that the review process is underway.

- **Second Consultation – Options Discussion Paper – Release January / February 2018**

At this time no Paper has been released. Enquiries of the Department have only received a response that “the project is underway and we hope to release something in the coming weeks.”

- **Third Consultation – Regulations Exposure Draft – Release May 2018**

With the proposed Options Discussion Paper still not available the release of an Exposure Draft appears to be some way off.

Concern with regard to the current situation is highlighted by the fact a number of instruments are already reaching their sunseting date.

It is understood that position can be addressed in an administrative fashion by a temporary extension to allow the review process to be concluded.

The substantial overrun of the anticipated review timeframe does raise concern that, either the indicative timeframe was over ambitious or there is substantial work being done with a view to the substantial amendment of existing instruments.

If the latter is the case then airport communities are likely to be impacted, particularly if industry lobbying for amendment to flightpaths, curfews and operating caps gain traction during the review process.

Of secondary concern is the time overrun might prompt the time for comment to be severely restricted under the guise of pulling back the time overrun.

In any case the process will continue to be monitored with a view to submissions where deemed appropriate.

NOISE METRIC REVIEW

The current Australian Noise Exposure Forecast (ANEF) informs the land use planning process.

It is also mistakenly interpreted as a tool to provide the general public with the capacity to make informed decisions about the impact aircraft noise might have on the amenity of their location.

The ANEF was derived from the NEF metric developed in the USA. It has been in place since 1980.

Apart from criticism of the ANEF as not able to be readily understood by the general public it can deliver a “false” impression of noise impact.

The noise contours on a map also create a misunderstanding that the noise impact is appreciably different on either side of the line.

The reality is that change is incremental occurring over some considerable distance

Over the life of the ANEF advances in technology have continually delivered new standard aircraft which, individually, are quieter than the generation before.

This is the single most important factor which sees ANEF noise contours around airports continuing to contract year on year.

The “flaw” and the misconception these contractions create is that areas previously severely impacted by aircraft noise are now much less so.

What is not captured is the increase in the number of overflights resulting from the continuing growth in air travel and corresponding aircraft movements.

Under the ANEF the increase in movements and a corresponding reduction in respite from aircraft noise is more than offset by the reduction in the noise from an individual aircraft.

That is to say, on an individual basis an A350 aircraft may be quieter than a 747. However the increase in air travel may mean that where there was previously 5 overflights there may now be 10 in the same period.

While an individual newer generation aircraft may in fact be marginally quieter, the increased exposure on the ground does in fact have a detrimental community impact.

For this reason most Airport Masterplans also include additional metrics such as N60 or N70 to partially offset misconceptions and negative community response.

It was reported to the 2017 AGM that there was a view that perhaps Australia should look to develop a new metric.

There has since been a call by the Sydney Airport Community Forum for the government to fund a review of recent overseas studies to identify whether a better metric exists or whether it is possible to update the current metric to deliver better outcomes.

The Forum has recommended Prof. Andrew Hede be approached and commissioned to carry out a review of relevant recent overseas studies in order to identify a program of project which might inform and Australian review.

Professors Hede and Bullen were the original architects of the ANEF.

A response to this proposal remains with the government.

NATIONAL AIRPORTS SAFEGUARDING ADVISORY GROUP

NASAG has now been established for some 6 years and is a result of agreement by Commonwealth and State governments to establish a common national framework for land use and land use planning around airports.

The primary objective being establishment and protection of an environment where airports and aircraft operations could operate safely and efficiently.

Under the Framework a number of Guidelines have been, and are being, developed.

In late 2017 comment was invited on a Draft Guideline "Managing Risk in Public Safety Zones at Runway Ends."

A copy of AMAC's submission is contained in delegate's folders.

Preliminary comments were also sought on a draft entitled "Protecting Strategically Important Helicopter Landing Sites." This draft relates to such things as corridors for emergency operations and landing sites at locations such as hospitals.

THE AUSTRALIAN AVIATION ASSOCIATION FORUM

AMAC received an invitation to participate in the TAAAF with observer status.

TAAAF is an alliance of the majority of Australia's major aviation associations.

Its aim is to ensure the industry presents a united voice to government on key aviation issues and policy.

The Forum meets quarterly in Canberra and early indications are that it will provide a valuable network of industry contacts while, at the same time, building AMAC's profile and objectives among a wide range of aviation industry representative stakeholders.

The Executive Committee has agreed to participate over the next 12 months at which time the value of continued participation will be reassessed.

WESTERN SYDNEY AIRPORT

It is generally well known that work on the development of the new Western Sydney Airport and associated infrastructure is underway with a scheduled operating date of mid-2026.

The Forum on Western Sydney Airport (FOWSA) has been established and has held several meetings in camera.

The stated objective of the FOWSA is to link the community, the Government and Western Sydney Airport Co during planning and construction of Western Sydney Airport.

FOWSA aims to provide a consultative forum for the exchange of information and ideas with the Department and WSA Co sharing information on a range of issues relating to the broader planning and development of the airport and the associated impacts.

For several years now AMAC has sought to engage Western Sydney Councils in AMAC, most specifically through our Annual Conference.

At the present time Blacktown is a member.

Hawkesbury was a member however the then new mayor apparently could not see any value in continued participation without in fact having participated.

It would seem that participation in the AMAC Conference as well as having the opportunity to network directly with Councils from around Australia who are already dealing with issues concerning airports located on their doorstep could afford some benefit.

That would seem to particularly be the case in the early planning stages of a greenfield airport in an area already under severe development pressures.

Unfortunately that doesn't appear to be a view shared by those Councils whose residents will both benefit from and bear the brunt of aviation activity.



The Hon Michael McCormack MP

RECEIVED - CWT (M)

26 FEB 2019

Deputy Prime Minister
Minister for Infrastructure, Transport and Regional Development
Leader of The Nationals
Federal Member for Riverina

Ref: MC19-000425

15 FEB 2019

Senator the Hon Simon Birmingham
Minister for Trade, Tourism and Investment
Senator for South Australia
Parliament House
CANBERRA ACT 2600

COPY

Simon
Dear Senator

Thank you for your letter of 2 January 2019 exploring a possible waiver of Commonwealth ex gratia land tax (EGLT) payments at Adelaide Airport.

As you rightly point out, Airport Lessee Companies must make EGLT payments to the Commonwealth, in accordance with requirements of their airport head lease.

While I am very supportive of providing adequate sporting facilities for our local communities, the EGLT requirement relates to sites on the airport which are subleased or on which trading or financial operations occur. It is correct there are some exceptions to EGLT in the case of Adelaide Airport, but these relate only to non-subleased aeronautical sites, areas occupied by the Commonwealth, and subleased areas used by charitable institutions solely for charitable purposes.

However, you may be interested to note the EGLT requirement is for Adelaide Airport Ltd (AAL) to make these payments, but it is ultimately a decision for AAL as to whether or not it chooses to pass these costs on to its tenants. Therefore the City of West Torrens may wish to continue negotiating this matter directly with AAL.

Thank you for bringing your concerns to my attention and I trust this is of assistance.

Yours sincerely

Michael McCormack

Michael McCormack

cc Mr Rod Kiddy, President, South Adelaide Basketball Club
Mr Terry Buss, CEO, City of West Torrens

The Hon Michael McCormack MP
Parliament House Canberra | (02) 6277 7520 | minister.mccormack@infrastructure.gov.au
Suite 2, 11-15 Fitzmaurice Street, Wagga Wagga NSW 2650 | michael.mccormack.mp@aph.gov.au



The Hon Michael McCormack MP

**Deputy Prime Minister
Minister for Infrastructure, Transport and Regional Development
Leader of The Nationals
Federal Member for Riverina**

Ref: MC19-000424

15 FEB 2019

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

Dear Mr Buss

Thank you for your letter of 23 January 2019 regarding concerns about Airservices Australia's (Airservices) proposed changes to staffing numbers at Adelaide Airport.

Australia has one of the best aviation safety records across the world, and one that we continually strive to maintain. I understand the concerns of the City of West Torrens and I assure you that safety remains the primary focus of Airservices' considerations.

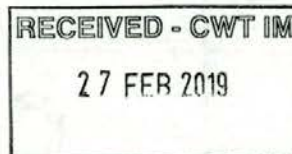
As airport operations evolve, Airservices regularly reviews its Aviation Rescue Fire Fighting Services (ARFFS) staffing profile to ensure the required level of service is maintained at all times. Airservices is conducting a review of its ARFFS staffing levels at Adelaide Airport during the curfew period where there are no regular passenger transport aircraft in operation.

Under Civil Aviation Safety Regulations, there is no requirement to provide any ARFFS coverage outside of the operating hours of passenger aircraft at Adelaide. However, reflecting its commitment to aviation safety, Airservices has elected to provide a Category 5 level of service overnight for many years and current staffing levels are above the minimum required for a Category 5 service. Its decision to review staffing levels does not diminish Airservices' commitment to continue to provide a Category 5 service during the curfew period.

Thank you for bringing your concerns to my attention and I trust this is of assistance.

Yours sincerely

Michael McCormack



The Hon Michael McCormack MP
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23 January 2019

The Hon Michael McCormack MP
Deputy Prime Minister
Minister for Infrastructure, Transport and
Regional Development
PO Box 6022
House of Representatives
Parliament House
CANBERRA ACT 2600

Dear Minister McCormack

Planned reduction in firefighting personnel 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 adjacent to the suburbs of West Beach, Lockleys, Brooklyn Park, West Richmond, Netley, North Plympton and Novar Gardens; it is located approximately 6 km from the Adelaide CBD and is located fully within the City of West Torrens which is home to around 60,000 residents.

My Council has become concerned of reports that Airservices Australia is planning to reduce aviation rescue and firefighting personnel hours at Adelaide Airport during curfew hours with reports indicating downgrading the emergency response cover from one officer and four firefighters to one officer and two firefighters.

The City of West Torrens is so concerned about this planned reduction in personnel hours of highly trained professionals that it resolved at its meeting held 15 January, 2019 that I write to you expressing concern that any reduction in personnel hours to downgrade the emergency response cover could jeopardise the ability to deal with aviation-related emergencies and security threats at Adelaide Airport.

I understand that the United Firefighters Union of Australia share similar concerns and as Minister, I ask that you take on board the concerns of Council and the Firefighters Union and advise Airservices Australia that you do not support any reduction in aviation rescue and firefighting personnel hours at Adelaide Airport during curfew hours.

Yours sincerely

Terry Buss PSM
Chief Executive Officer

Cc:
Adelaide Airport Limited;
United Firefighters Union of Australia;
Airservices Australia

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21 CONFIDENTIAL

21.1 Chief Executive Officer Employment Contract

Reason for Confidentiality

The Council is satisfied that, pursuant to Section 90(3)(a) of the *Local Government Act 1999*, the information to be received, discussed or considered in relation to this agenda item is:

- (a) information the disclosure of which would involve the unreasonable disclosure of information concerning the personal affairs of any person (living or dead).

RECOMMENDATION

It is recommended to Council that:

1. Pursuant to Section 90(2) of the *Local Government Act 1999*, Council orders, that the public, with the exception of the Chief Executive Officer, members of the Executive and Management Teams in attendance at the meeting, and meeting secretariat staff, be excluded from attendance at so much of the meeting as is necessary to receive, discuss and consider in confidence, information contained within the confidential report Item 21.1 Chief Executive Officer Employment Contract, attachments and any associated documentation submitted by the Chief Executive Officer, specifically on the basis of the provisions of Section 90(3)(a) because the matter relates to contractual employment arrangements of an employee and disclosure may breach the duty of confidence owed to the employee and result in the unreasonable disclosure of information concerning the personal affairs of the employee.
2. At the completion of the confidential session the meeting be re-opened to the public.

22 MEETING CLOSE

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1 MEETING OPENED**2 PRESENT****3 APOLOGIES****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 5 February 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 Land Management Agreement - 55 Torrens Avenue, Lockleys and 15 Dunrobin Street, Lockleys (Ron Wait Court Subdivision)

Brief

This report provides information to Elected Members' on the requirement for a Land Management Agreement for the approved development application 211/1355/2016 - 55 Torrens Avenue, Lockleys and 15 Dunrobin Street, Lockleys and seeks endorsement of this documentation to be signed and sealed by the Mayor and Chief Executive Officer.

RECOMMENDATION

The Committee recommends to Council that:

1. Endorsement be given for the City of West Torrens to enter into a Land Management Agreement with Rivergreen Estate Pty Ltd and Francesca Corso pursuant to s57(2) of the *Development Act 1993* relating to the whole of the land comprised in Certificates of Title Register book Volume 5476 Folio 402 and Volume 5827 and Folio 444 being 55 Torrens Avenue, Lockleys and 15 Dunrobin Street, Lockleys.
2. Authorisation be given to the City of West Torrens Mayor and Chief Executive Officer to sign and seal the Land Management Agreement between the City of West Torrens, Rivergreen Estate Pty and Francesca Corso pursuant to s57(2) of the *Development Act 1993* relating to the whole of the land comprised in Certificates of Title Register book Volume 5476 Folio 402 and Volume 5827 and Folio 444 being 55 Torrens Avenue, Lockleys and 15 Dunrobin Street, Lockleys.

Introduction

At Council's Development Assessment Panel (DAP) meeting held on 11 April 2017, the Panel granted consent of Development Application 211/1355/2016 (DAC - 211/D178/2016) - 55 Torrens Avenue, Lockleys and 15 Dunrobin Street, Lockleys for the "*land division and creation of fifteen (15) additional allotments and the construction of six (6) detached dwellings (4 two-story and 2 three-storey) all with garages under main roof at 55 Torrens Avenue and 15 Dunrobin Street, Lockleys*".

As part of this approved development application, the DAP requested that the developer submit further assessment and approval to the City of West Torrens for reserved matters under Section 33(3) of the *Development Act 1993* in relation to stormwater management infrastructure.

Further, this sub-division included the establishment of an approximate 75m length of new public road as an extension of the existing Ron Wait Court roadway. The purpose of this new roadway was to service the new development allotments including the establishment of all new public assets and amenities which are common to such developments (services, footpaths, kerbing, road surfaces, landscaping, street trees, stormwater management and Water Sensitive Urban Design (WSUD)).

Attached for further information is a copy of the DAP Minute Item of 11 April 2017 (**Attachment 1**).

Discussion

In reference to the reserve matters for this approved development application, consideration was to be given for a LMA to be developed as a formal mechanism, tied to the impacted individual allotments, which will control the original establishment and the ongoing maintenance of the stormwater detention tanks on private land. This would also provide the necessary powers for Council to inspect and ensure the integrity of such, are maintained into the future.

The approach to stormwater quantity management, within the greater development, was divided between some stormwater detention being achieved within (below) the public road and some through the establishment of oversized detention tanks within 7 of these new development allotments.

Given the critical contribution that the stormwater detention tanks located on private property will provide to the provision of an appropriate stormwater management 'level of service' to the greater development and the existing surrounding streets, the approval process for this greater development calls for the implementation of a LMA (**Attachment 2**).

Council engaged Norman Waterhouse Lawyers to develop the attached LMA document which suitably addresses the necessary controls, powers and responsibilities for the management of Stormwater.

As part of this LMA, the *Local Government Act 1999* requires that these agreements be signed off under the Common Seal of Council.

Given the Administration's satisfaction with the content of this LMA, it is considered appropriate for approval for signing and sealing of this LMA to be provided by the Mayor and Chief Executive Officer.

Conclusion

A Land Management Agreement has been developed, as part of the reserve matters, for the approved development assessment 211/1355/2016 - 55 Torrens Avenue, Lockleys and 15 Dunrobin Street, Lockleys and seeks consideration by Council to entered into this agreement and endorse that it be signed and sealed by Mayor and Chief Executive Officer as per the requirements of the *Local Government Act 1999*.

Attachments

1. **Development Assessment Panel Minute Item 6.6 of 11 April 2017**
2. **Land Management Agreement by Deed - 55 Torrens Avenue and 15 Dunrobin Street, Lockleys**

6.6 55 Torrens Avenue, LOCKLEYS and 15 Dunrobin Street, LOCKLEYS

Application No. 211/1355/2016 (DAC - 211/D178/2016)

RECOMMENDATION

The Development Assessment Panel, having considered all aspects of the report, the application for consent to carry out development of land and pursuant to the provisions of the *Development Act 1993* resolves to GRANT Development Plan Consent for Application No. 211/1355/2016 by River Green Estate Pty Ltd to undertake land division - Torrens Title; DAC No. 211/D178/16 (Unique ID 56008) to create fifteen (15) additional allotments; and the construction of six (6) detached dwellings (4 two-storey and 2 three-storey) all with garages under main roof at 55 Torrens Avenue and 15 Dunrobin Street, Lockleys (CT 5476/402 and CT 5827/444) subject to the following conditions of consent (and any subsequent or amended condition that may be required as a result of the consideration of reserved matters under Section 33(3) of the *Development Act 1993*):

Reserved Matters:

The following information shall be submitted for further assessment and approval by the City of West Torrens as reserved matters under Section 33(3) of the *Development Act 1993*:

1. Final details of all stormwater management infrastructure including, but not limited to, stormwater detention and re-use, stormwater quality, water sensitive urban design and the like, as well as calculations and design information shall be supplied to Council for approval prior to the issue of Building Rules Consent.

Please note that some stormwater management infrastructure may require a Land Management Agreement.

2. Detailed design of the public realm infrastructure, landscaping and services are required to be provided and approved to the reasonable satisfaction of Council. Details must include (but not limited to);
 - Landscape design
 - Road, kerbing and footpath design
 - Street lighting
 - Public and private servicing
 - Private stormwater connections and driveway crossing places to street

Construction of all of the above elements is to be undertaken by the land division developer.

DEVELOPMENT PLAN CONSENT**Council Conditions**

1. The development must be undertaken in accordance with the plans and information detailed within the application, except where varied by any condition(s) listed below.
2. The finished floor level of each dwelling must be a minimum 300mm above the highest adjacent street water-table.
3. All road, driveway, parking and manoeuvring areas shall be formed (surfaced with concrete, bitumen or paving) and properly drained, and shall be maintained in a reasonable condition at all times.
4. External materials and finishes shall be low-light reflective to prevent glare.
5. All stormwater design and construction shall be in accordance with Australian Standards and recognised engineering best practices to ensure that stormwater does not adversely affect any adjoining property or public road and for this purpose stormwater drainage shall not at any time:
 - a) Result in the entry of water into a building; or
 - b) Affect the stability of a building; or
 - c) Create unhealthy or dangerous conditions on the site or within the building; or
 - d) Flow or discharge onto the land of an adjoining owner; and not flow across footpaths or public ways.
6. Other than vehicle cross-overs or driveways, private pedestrian paths must not extend beyond individual allotment boundaries.
7. East and west facing upper level habitable room windows must be provided with fixed obscured/frosted glass to a minimum height of 1.7 metre above the upper floor level to minimise the potential for overlooking of adjoining properties, prior to the occupation of each building. The glazing in these windows shall be maintained in reasonable condition at all times.
8. Any retaining walls must be designed to an accepted engineering standard.
9. The recommendations within the Tree Report (ATS2189-055TorAvEcamEsp) by Aborman Tree Solutions Pty Ltd dated 12 December 2011 shall be implemented and applied.

LAND DIVISION CONSENT**Development Assessment Commission and SA Water Corporation Conditions**

1. The financial and augmentation requirements of the S A Water Corporation shall be met for the provision of water supply and sewerage services. (S A Water 90123/16)

The necessary easements shall be granted to the S A Water Corporation free of cost.

SA Water Corporation further advise that an investigation will be carried out to determine if the water and/or sewer connection/s to your development will be costed as standard or non-standard.

2. Payment of \$100,140 into the Planning and Development Fund (15 allotment/s @ \$6676/allotment). Payment may be made by credit card via the internet at www.edala.sa.gov.au or by phone (7109 7018), by cheque payable to the Development Assessment Commission marked "Not Negotiable" and sent to GPO Box 1815, Adelaide 5001 or in person, at Ground Floor, 101 Grenfell Street, Adelaide.

3. A final plan complying with the requirements for plans as set out in the Manual of Survey Practice Volume 1 (Plan Presentation and Guidelines) issued by the Registrar General to be lodged with the Development Assessment Commission for Land Division Certificate purposes.

DEVELOPMENT ASSESSMENT PANEL DECISION

The Panel resolved that the recommendation be adopted.

FORM B2 (Version 3)
GUIDANCE NOTES AVAILABLE

LANDS TITLES REGISTRATION OFFICE
SOUTH AUSTRALIA

**APPLICATION TO NOTE LAND
MANAGEMENT AGREEMENT**
(Pursuant to s 57(5) of the *Development Act 1993*)

FORM APPROVED BY THE REGISTRAR-GENERAL

PRIORITY NOTICE ID

SERIES NO	PREFIX

**BELOW THIS LINE FOR OFFICE &
STAMP DUTY PURPOSES ONLY**

AGENT CODE

LODGED BY:

Norman Waterhouse Lawyers

NWAM

CORRECTION TO:

Norman Waterhouse Lawyers

NWAM

RJMLMA.DOCX

SUPPORTING DOCUMENTATION LODGED WITH INSTRUMENT
(COPIES ONLY)

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CORRECTION	PASSED
REGISTERED	
REGISTRAR-GENERAL	

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APPLICATION TO NOTE LAND MANAGEMENT AGREEMENT

(Pursuant to s 57(5) of the *Development Act 1993*)

PRIVACY COLLECTION STATEMENT: The information in this form is collected under statutory authority and is used for maintaining publicly searchable registers and indexes. It may also be used for authorised purposes in accordance with Government legislation and policy requirements.

To the Registrar-General:

1. **City of West Torrens (Council)** of 165 Sir Donald Bradman Drive, Hilton SA 5033 has entered into the attached Land Management Agreement dated _____ (**Agreement**) with **Rivergreen Estate Pty Ltd** (ACN 144 926 045) of PO Box 86, Fulham SA 5024 and **Francesca Corso** of 13 Dunrobin Street, Lockleys SA 5032 pursuant to s57(2) of the *Development Act 1993* (SA) (**Act**).
2. The Agreement relates to the whole of the land comprised in Certificates of Title Register Book Volume 5476 Folio 402 and Volume 5827 Folio 444 (**Land**).
3. The Council applies pursuant to s57(5) of the Act to note the Agreement against the Land.

Date:

The common seal of City of West Torrens
was affixed in the presence of:

.....
Signature of Mayor

.....
Signature of Chief Executive Officer/City Manager
(Please delete as applicable)

.....
Name of Mayor (print)

.....
Name of Chief Executive Officer/City Manager
(print)

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LAND MANAGEMENT AGREEMENT BY DEED

CITY OF WEST TORRENS

RIVERGREEN ESTATE PTY LTD

FRANCESCA CORSO

**Norman
Waterhouse**
SINCE 1920 LAWYERS

Level 15, 45 Pirie Street
Adelaide SA 5000
Telephone + 61 8 8210 1200
Fax + 61 8 8210 1234
www.normans.com.au

DATE

PARTIES

City of West Torrens of 165 Sir Donald Bradman Drive, Hilton SA 5033 (**Council**)

Rivergreen Estate Pty Ltd (ACN 144 926 045) of PO Box 86, Fulham SA 5024 (**Owner 1**)

Francesca Corso of 13 Dunrobin Street, Lockleys SA 5032 (**Owner 2**)

BACKGROUND

- A. Owner 1 is the registered proprietor of an estate in fee simple in the whole of the land comprised in Land 1.
- B. Owner 2 is the registered proprietor of an estate in fee simple in the whole of the land comprised in Land 2.
- C. The Council granted Development Plan Consent to the Development Application for the Development. ("**Annexure A**")
- D. The Development Plan Consent was subject to two reserved matters pursuant to Section 33(3) of the Act, the first of which ("**Reserved Matter 1**") final details of all stormwater management infrastructure including, but not limited to stormwater detention and reuse, stormwater quality, water sensitive urban design and the like, as well as calculations and design information were required to be supplied to Council for approval, prior to the issue of building rules consent under the Act.
- E. The Council has been provided with the Report ("**Annexure B**") which outlines the manner in which stormwater arising from the Development will be managed.
- F. The Report proposed that the Owners to provide a Detention Tank on each of the Required Allotments.
- G. The Council and the Owners agree that the obligations under this Deed are intended to be complied with by all occupiers and persons having enjoyment from time to time of the Land and that it is the Owners' responsibility to ensure that all such persons comply with the terms of this Deed.
- H. The Owners have agreed with the Council to enter into this Deed relating to the development, management, preservation or conservation of the Land pursuant to Section 57(2) of the Act.

AGREED TERMS

1. DEFINITIONS AND INTERPRETATION

1.1 Definitions

In this deed:

Act means the *Development Act 1993* (SA).

Detention Tank means a detention tank which must:

- a) have a minimum capacity of 5,000 litres;
- b) be fitted with a 20mm orifice to discharge stormwater directly to the street water table; and
- c) collect a minimum of 80% of the roof area of any dwelling on the Required Allotment upon which the detention tank is installed.

Development means the division of Land and creation of fifteen additional allotments and construction of six detached dwellings on the land.

Development Application means Development Application No.211/1355/2016 for the Development.

Development Plan Consent means the development plan consent granted for the Development on 11 April 2017 depicted on the decision notification form attached to this Deed as Annexure A.

Land means Land 1 and Land 2.

Land 1 means the land comprised in Allotment 14 in Filed Plan 17669 within the Hundred of Adelaide comprised in Certificate of Title Volume 5476 Folio 402.

Land 2 means the land comprised in Allotment 100 in Deposited Plan 55395 within the Hundred of Adelaide comprised in Certificate of Title Volume 5827 Folio 444.

Owners means collectively Owner 1 and Owner 2.

Plan of Division means the plan of division attached to this Deed as Annexure C.

Report means the civil works construction report provided by TMK Consulting Engineers dated 26 October attached to this Deed as Annexure B.

Reserved Matter 1 means the reserved matter referred to in Recital D of this Deed.

Required Allotments means Required Allotments 2 – 6 and Required Allotments 7 and 8.

Required Allotments 2 – 6 means the allotments 2, 3, 4, 5 and 6 on the Plan of Division and are within Land 1 of which Owner 1 is the registered proprietor.

Required Allotments 7 and 8 means allotments 7 and 8 on the Plan of Division and are within Land 2 of which Owner 2 is the registered proprietor.

1.2 Interpretation

In the interpretation of this Deed unless the context otherwise requires or admits:

- 1.2.1 words and phrases in this Deed which are defined in the *Development Act 1993* or in the Regulations made under the Act shall have the meaning ascribed to them by the Act or the Regulations as the case may be;
- 1.2.2 references to any statute or subordinate legislation shall include all statutes and subordinate legislation amending consolidating or replacing the statute or subordinate legislation referred to;
- 1.2.3 the term the 'Owner' where the Owner is a company includes its successors, assigns and transferees and where the Owner is a person includes his heirs, executors, administrators and transferees and where the Owner consists of more than one person or company the terms includes each and every one or more of such persons or companies jointly and each of them severally and their respective successors, assigns, heirs, executors, administrators and transferees of the companies or persons being registered or entitles to be registered as the proprietor of an estate in fee simple in the Land or to each and every one of all separate allotments into which the Land may be divided after the date of this Deed subject however to such encumbrances, liens and interests as are registered and notified by memoranda endorsed on the Certificate of title thereof;
- 1.2.4 the term 'person' shall include a corporate body;
- 1.2.5 the term 'the Land' shall include any part or parts of the Land;
- 1.2.6 any terms which is defined in the statement of the names and descriptions of the parties or in the Recitals shall have the meaning there defined;
- 1.2.7 words importing the singular of the plural number are to be taken as including the plural number and the singular number respectively;
- 1.2.8 words importing any gender shall include every gender;
- 1.2.9 where two or more persons are bound hereunder to observe or perform any obligation or agreement whether expressly or implied then they are bound jointly and each of them severally;
- 1.2.10 Clause headings are provided for reference purposes only and shall not be resorted to in the interpretation of this Deed.
- 1.2.11 The requirements of this Deed are at all times to be construed as additional to the requirements of the Act and any other legislation affecting the Land.

1.3 Recitals

The parties acknowledge that the Recitals are true and accurate and agree that they form part of the terms of this Deed.

1.4 Background

The Background forms part of this deed and is correct at the date of this deed.

1.5 Legislation

The requirements of this deed are to be construed as additional to the requirements of the Act and any other legislation affecting the Land.

2. UNDERTAKINGS OF OWNER 1

- 2.1 Owner 1 must prior to the occupation of any dwelling on an allotment within Required Allotments 2 - 6:

- 2.1.1 provide a Detention Tank on such allotment; and
- 2.1.2 connect any dwelling on such allotment to the Detention Tank;

- 2.2 Owner 1 must:

- 2.2.1 not cause, suffer or permit the occupation of a dwelling on an allotment within Required Allotments 2 - 6 unless the dwelling on such allotment is connected to the Detention Tank on that allotment;
- 2.2.2 at all times maintain the Detention Tank in good working order;
- 2.2.3 repair or replace a Detention Tank if the Detention Tank ceases to operate effectively; and
- 2.2.4 provide a copy of this Deed to any person commencing occupation of the Land before commencement of that occupation.

3. UNDERTAKINGS OF OWNER 2

- 3.1 Owner 2 must prior to the occupation of any dwelling on an allotment within Required Allotments 7 and 8:

- 3.1.1 provide a Detention Tank on such allotment; and
- 3.1.2 connect any dwelling on such allotment to the Detention Tank;

- 3.2 Owner 2 must:

- 3.2.1 not cause, suffer or permit the occupation of a dwelling on an allotment within Required Allotments 7 and 8 unless the dwelling on such allotment is connected to the Detention Tank on that allotment;
- 3.2.2 at all times maintain the Detention Tank in good working order;
- 3.2.3 repair or replace a Detention Tank if the Detention Tank ceases to operate effectively; and

- 3.2.4 provide a copy of this Deed to any person commencing occupation of the Land before commencement of that occupation.

4. OPERATION OF THIS DEED

- 4.1 This Deed will not operate unless and until the Council has granted development approval for Development Application No. 211/1355/2016 pursuant to the Act.
- 4.2 This Deed will only operate in respect of the Required Allotments.

5. COUNCIL'S RIGHT OF ENTRY

- 5.1 The Council and any employee or agent of the Council authorised by the Council may at any reasonable time enter the Land for the purpose of:
- 5.1.1 inspecting the Land and any building or structure on the Land;
- 5.1.2 exercising any other powers of the Council under this Deed or pursuant to law.
- 5.2 If the Owners are in breach of any provision of this Deed, the Council may, by notice served on the Owners, specify the nature of the breach and require the Owners to remedy the breach within such time as may be nominated by the Council in the notice (being at least 28 days from the date of service of the notice). If the Owners fail so to remedy the breach, the Council or its servants or agents may carry out the requirements of the notice and in doing so may enter and perform any necessary works upon the Required Allotments and recover any costs thereby incurred from the Owners.
- 5.3 If in a notice referred to in clause 5.2 the Council requires the removal of the building or structure from the Required Allotments, the Council and its servants or agents are authorised and empowered by the Owners to enter and remove the building or structure from the Land and to dispose of it in any manner determined by the Council provided that if the building or structure has any monetary value then the Council must use its best endeavours to realise that monetary value and must after the disposal account to the Owners and pay to the Owners the realised value less all expenses incurred.
- 5.4 The Council may delegate any of its powers under this Deed to any person.
- 5.5 The Owners agree that a breach of this Deed may cause loss or injury for which compensation is not an adequate remedy. If the Owners are in breach, or are threatening a breach of any provision of this Deed, by words or actions, the Council may obtain an injunction restraining the Owners from committing the breach without proving any actual damage has or will be occasioned by the breach.
- 5.6 Clause 5.5 does not limit the Council's ability to obtain any other remedy against the Owners under this Deed or the Act.

6. NOTICES

Any notice required to be given for the purpose of this Deed must be in writing and will be deemed to be properly served on the Owners:

- 6.1 by registered/certified mail to the Owners at their last address known to the Council; or
- 6.2 by affixing the notice in a prominent position on a relevant portion of the Land.

7. COSTS

The Owners must pay to the Council on demand the Council's reasonable costs and expenses (including legal costs and expenses) of preparing, negotiating and noting this Deed.

8. VARIATION & WAIVER

- 8.1 This Deed may not be varied except by supplementary Deed signed by the Council and the Owners.
- 8.2 The Council may waive compliance by the Owners with the whole or any part of the obligations of the Owners herein contained provided that no such waiver shall be effective unless expressed in writing and signed by the Council and is effective only to the extent set out in the written waiver.

9. NOTATION OF THIS DEED

Each party must do and execute all acts and documents and things necessary to ensure that as soon as possible after the execution of this Deed by all necessary parties this Deed is noted by the Registrar-General on the Certificate of Title for the Land pursuant to section 57(5) of the Act.

10. MISCELLANEOUS

10.1 Alteration

This Deed may be altered only by a deed in writing signed by the Council and the Owners.

10.2 Approvals and Consents

Unless otherwise provided, a party may in its discretion give (conditionally or unconditionally) or withhold any approval or consent under this Deed.

10.3 Entire agreement

This Deed:

- 10.3.1 constitutes the entire agreement between the parties about its subject matter; and
- 10.3.2 supersedes any prior understanding, agreement, condition, warranty, indemnity or representation about its subject matter.

10.4 Rescission of agreement

- 10.4.1 If development approval for the Application lapses or is cancelled or set aside without having been implemented, the Council agrees if requested by the Owners to rescind this Deed and to apply to the

Registrar-General for notation of its rescission, with all relevant costs to be borne by the Owners.

10.5 Exercise of power

10.5.1 The failure, delay, relaxation or indulgence by a party in exercising a power or right under this Deed is not a waiver of that power or right.

10.5.2 An exercise of a power or right under this Deed does not preclude a further exercise of it or the exercise of another right or power.

10.6 Survival

Each indemnity, obligation of confidence and other term capable of taking effect after the expiration or termination of this Deed, remains in force after the expiration or termination of this Deed.

11. GOVERNING LAW

11.1 The law governing the interpretation and implementation of the provisions of this Deed shall be the law of South Australia.

11.2 The parties irrevocably submit to the non-exclusive jurisdiction of the courts of South Australia.

12. GENERAL PROVISIONS

If any provisions of this Deed shall be found by a court of the competent jurisdiction to be invalid or unenforceable in law then and in such case the parties hereby request and direct such court to sever such provisions from this Deed.

EXECUTED as a deed

**The common seal of City of West
Torrens** was affixed in the presence of:

.....
Signature of Mayor

.....
Signature of Chief Executive Officer/City Manager
(Please delete as applicable)

.....
Name of Mayor (print)

.....
Name of Chief Executive Officer/City Manager (print)

Executed by Rivergreen Estate Pty Ltd
pursuant to section 127 of the
Corporations Act 2001

.....
Signature of Director

.....
Signature of Director/Company Secretary
(Please delete as applicable)

.....
Name of Director (print)
or

.....
Name of Director/Company Secretary (print)

.....
Signature of Sole Director and Sole Company Secretary

.....
Name of Sole Director and Sole Company Secretary (print)

Signed by Francesca Corso in the
presence of:

.....
Signature of witness

.....
Francesca Corso

.....
Name of witness (print)

The Owner certifies pursuant to section 57(4) of the Act that no other person has a legal interest in the Land.

Signed for Rivergreen Estate Pty Ltd by
an authorised representative in the
presence of:

.....
Signature of authorised representative

.....
Name of authorised representative (print)

Signed by Francesca Corso

.....
Francesca Corso



Annexure A

RJMLMA.DOCX

Annexure B

RJMLMA.DOCX

Annexure C

RJMLMA.DOCX

LAND DIVISION REQUIREMENT CONDITIONS**211/1355/2016****DAC No. - 211/D178/16****DEVELOPMENT PLAN CONSENT
COUNCIL CONDITIONS:****Reserved Matters:**

The following information shall be submitted for further assessment and approval by the City of West Torrens as reserved matters under Section 33(3) of the *Development Act 1993*:

1. Final details of all stormwater management infrastructure including, but not limited to, stormwater detention and re-use, stormwater quality, water sensitive urban design and the like, as well as calculations and design information shall be supplied to Council for approval prior to the issue of Building Rules Consent.

Please note that some stormwater management infrastructure may require a Land Management Agreement.

2. Detailed design of the public realm infrastructure, landscaping and services are required to be provided and approved to the reasonable satisfaction of Council. Details must include (but not limited to);
 - Landscape design
 - Road, kerbing and footpath design
 - Street lighting
 - Public and private servicing
 - Private stormwater connections and driveway crossing places to street

Construction of all of the above elements is to be undertaken by the land division developer.

**DEVELOPMENT PLAN CONSENT
Council Conditions**

1. The development must be undertaken in accordance with the plans and information detailed within the application, except where varied by any condition(s) listed below.
2. The finished floor level of each dwelling must be a minimum 300mm above the highest adjacent street water-table.
3. All road, driveway, parking and manoeuvring areas shall be formed (surfaced with concrete, bitumen or paving) and properly drained, and shall be maintained in a reasonable condition at all times.
4. External materials and finishes shall be low-light reflective to prevent glare.
5. All stormwater design and construction shall be in accordance with Australian Standards and recognised engineering best practices to ensure that stormwater does not adversely affect any adjoining property or public road and for this purpose stormwater drainage shall not at any time:
 - a) Result in the entry of water into a building; or

- b) Affect the stability of a building; or
 - c) Create unhealthy or dangerous conditions on the site or within the building; or
 - d) Flow or discharge onto the land of an adjoining owner; and not flow across footpaths or public ways.
6. Other than vehicle cross-overs or driveways, private pedestrian paths must not extend beyond individual allotment boundaries.
7. East and west facing upper level habitable room windows must be provided with fixed obscured/frosted glass to a minimum height of 1.7 metre above the upper floor level to minimise the potential for overlooking of adjoining properties, prior to the occupation of each building. The glazing in these windows shall be maintained in reasonable condition at all times.
8. Any retaining walls must be designed to an accepted engineering standard.
9. The recommendations within the Tree Report (ATS2189-055TorAvEcamEsp) by Aborman Tree Solutions Pty Ltd dated 12 December 2011 shall be implemented and applied.

LAND DIVISION CONSENT

Development Assessment Commission and SA Water Corporation Conditions.

1. The financial and augmentation requirements of the S A Water Corporation shall be met for the provision of water supply and sewerage services. (S A Water 90123/16)
- The necessary easements shall be granted to the S A Water Corporation free of cost.
- SA Water Corporation further advise that an investigation will be carried out to determine if the water and/or sewer connection/s to your development will be costed as standard or non-standard.
2. Payment of \$100,140 into the Planning and Development Fund (15 allotment/s @ \$6676/allotment). Payment may be made by credit card via the internet at www.edala.sa.gov.au or by phone (7109 7018), by cheque payable to the Development Assessment Commission marked "Not Negotiable" and sent to GPO Box 1815, Adelaide 5001 or in person, at Ground Floor, 101 Grenfell Street, Adelaide.
3. A final plan complying with the requirements for plans as set out in the Manual of Survey Practice Volume 1 (Plan Presentation and Guidelines) issued by the Registrar General to be lodged with the Development Assessment Commission for Land Division Certificate Purposes.

Notes:

- a) Pursuant to Section 48 of the Development Regulations 2008, any consent or approval hereby granted will lapse at the expiration of 12 months from the date of the consent or approval.

If an application for a certificate under Section 51 of the Development Act 1993 is not lodged with the Development Assessment Commission within 12 months from the operative date of the consent and/or approval hereby granted, the relevant consent

or approval will lapse at the expiration of three years from the operative date of the consent or approval.

- b) In order to request Section 51 Clearance email development@wtcc.sa.gov.au or fax 8443 5709 with the following details:
Council's Development Application - 211/1355/2016;
Address of subject site; and
Confirmation the works required to be undertaken prior to the issue of Section 51 Clearance have been completed.
- c) The applicant is reminded that in accordance with the Aboriginal Heritage Act, it is an offence to damage, disturb or interfere with any Aboriginal site, object or remains. The Kurna Nation Cultural Heritage Association Inc is responsible for undertaking heritage surveys in this area, their contact details are:
Darren Wanganeen, Chairperson
c/- Emma Riggs
Camatta Lempens Pty Ltd Lawyers
Phone: (08) 8410 0211
Email: ERiggs@camattalempens.com.au
- d) If you are building up to a common boundary, you are strongly encouraged to consult with the adjoining property owner before commencing any work.

Section 5 of the Fences Act, 1975 requires you to give formal notification to, and consult with, the adjoining property owner if you are replacing an existing fence or building a freestanding wall along the common boundary that would, for all purposes, be a dividing fence. A wall that forms part of a building to be located along the boundary is also subject to this formal requirement.

- e) It is highlighted that any existing crossing places not providing vehicle access on the approved plans shall be closed off to Council's requirements and any new or modified crossing places shall be constructed to Council's requirements. New vehicle crossing places shall be located a minimum of 1000mm from any existing or proposed verge features (ie: crossing places, stormwater connections, stobie poles) and a minimum of 2000mm from any existing street tree (unless approval is granted by Council for a closer offset).

An "Application to Construct a Vehicular Crossing Place(s) Across Council Land" is required to lodged (including payment of lodgement fee) and approved by Council's City Assets Department prior to the undertaking of any works. Council's crossing place and reinstatement design details are contained within this application.

- f) It is highlighted that any existing stormwater drainage connection(s) not required on the approved plans shall be removed to Council's requirements and any new or modified stormwater drainage connection(s) shall be constructed to Council's requirements. New stormwater drainage connection(s) shall be located a minimum of 1000mm from any existing or proposed verge features (ie: crossing places, stormwater connections, stobie poles) and a minimum of 2000mm from any existing street tree (unless approval is granted by Council for a closer offset).

An "Application to Connect a Stormwater Drain(s) Across Council Land" is required to lodged (including payment of lodgement fee) and approved by Council's City Assets Department prior to the undertaking of any works. Council's stormwater connection design details are contained within this application.

- g) It is highlighted that any new or modified underground consumer mains connection(s) with the road reserve shall be constructed to Council's requirements.

An "Application for Permission to Lay Underground Consumer Mains within Council Land" is required to be lodged (including payment of lodgement fee) and approved by Council's City Assets Department prior to the undertaking of any works. Relevant requirements and design details are contained within this application.

- h) Any damage to footpaths or driveways resulting from development of the site (including any associated works contractors) shall be rectified by the owner/builder. Any costs of rectifying any such conflict with existing Council infrastructure shall be borne by the applicant.
- i) The footpath and driveways must be monitored by the owner/builder during development to ensure that any damage which occurs must be rectified immediately to mitigate potential trip hazards and ensure ongoing safety of pedestrians and site workers.
- j) The footpath and verge area must be kept clear at all times of all obstructions including but not limited to, vehicles, building supplies or materials and debris. Any requirement to place items on the footpath or road requires the written approval of Council's City Assets Department.
- k) No street trees are to be removed without prior approval from Council and shall be replaced at the applicant's expense to the satisfaction of Council.
- l) Prior to the commencement of construction of the development herein approved, it is recommended that the applicant employs the services of a licensed Land Surveyor to carry out an identification survey of the subject land and to peg the true boundaries, to ensure that building work will be either on the true boundaries or the specified distance from the true boundaries of the subject land, as the case may be.
- m) The applicant is reminded of its general environmental duty, as required by Section 25 of the Environment Protection Act, to take all reasonable and practical measures to ensure that the activities on the whole site, including during construction, do not pollute the environment in a way which causes or may cause environmental harm. Refer: http://www.epa.sa.gov.au/xstd_files/Water/Report/building_sites.pdf for additional detail.
- n) Once development approval is granted, the development must be:
- a) Substantially commenced within twelve (12) months from the date of the decision of this Consent or Approval, otherwise this Consent or Approval will lapse at the expiration of twelve (12) months from this date (unless Council extends this period), and a new development application shall be required;
 - b) Fully completed within three (3) years from the date of the decision of this Approval, otherwise this Approval will lapse at the expiration of three (3) years from this date (unless Council extends this period), and a new development application shall be required; and
 - c) Any request for an extension of time must be lodged in writing with the Council prior to the expiry of the above-mentioned periods.
- o) Pursuant to Section 86(1)(a) of the Development Act, 1993, you have the right of appeal to the Environment, Resources and Development Court against either (1) a refusal of consent or (2) any condition(s) which have been imposed on a consent. Any such appeal must be lodged with the Court within two (2) months from the day on which you receive this notification or such longer period allowed by the Court.

The Environment, Resources and Development Court is located in the Sir Samuel

Way Building, Victoria Square, Adelaide SA 5000 (GPO Box 2465, Adelaide SA 5001).

Document Issue Date 8 May 2017

A handwritten signature in black ink, appearing to read 'Phil Harnett', with a stylized, cursive script.

Phil Harnett
Authorised Officer
City Development
City of West Torrens

TMK CONSULTING ENGINEERS

Job No: 1509164 CWCR/A

26 October 2017



CIVIL WORKS CONSTRUCTION REPORT

PROPOSED RESIDENTIAL LAND DIVISION
LOT 14 & LOT 100 RON WAIT COURT
LOCKLEYS

prepared for

RIVERGREEN ESTATE PTY LTD



Civil - Environmental - Structural - Geotechnical - Mechanical - Electrical - Fire - Green ESD - Lifts - Hydraulics
Level 6, 100 Pirie Street Adelaide SA 5000 Telephone (08) 8238 4100 Facsimile (08) 8410 1405

Email: tmksa@tmkeng.com.au



TMK Consulting Engineers
 Level 6, 100 Pirie Street Adelaide SA 5000
 Civil • Environmental • Structural
 Geotechnical • Mechanical • Electrical
 Fire • Green ESD • Lifts • Hydraulics
 Tel: 08 8238 4100 • Fax: 08 8410 1405
 Email: tmksa@tmkeng.com.au



CIVIL WORKS CONSTRUCTION REPORT
1509164-CWCR/A

Principal:	Rivergreen Estate Pty Ltd	Job Number:	1509164
Contractor:	T.B.A	Development No:	211/D178/16
Project Title:	Proposed Residential Land Division	Date:	26 th October 2017
Site:	Lot 14 and Lot 100 Ron Wait Court, Lockleys		

This is a Civil Works Construction Report giving specific recommendations for construction of the Proposed Residential Land Division at the above site.

This report must be read in conjunction with all listed attachments. Changes to the design or construction must not be made without further written advice from the Engineer.

This report is valid for a period of 24 months, based on current standards and regulations, etc.

GENERAL NOTES:

1. These calculations are to be read in conjunction with the relevant associated Drawings, Footing Construction Report, Civil Drawings and / or details.
2. All work is to comply with relevant SAA Standards and Guides.

AS 2876-1987: Concrete kerbs and channels (gutters) – manually or machine placed
 AS 2200-2006: Design charts for water supply and sewerage
 AS/NZS 3500: Plumbing and drainage
 AS 3798-1990: Guidelines on earthworks for commercial and residential developments
 AS 4000-1997:
 and General conditions of contract
 AS 2124-1992:
 ARRB Special Report 35: Subsurface drainage of road structures
 Australian Rainfall and Run-off Volumes 1 and 2: A guide to flood estimation
 Austroads 2008 – Guide to pavement technology
 NAASRA 1987 – Pavement design
 Storm drainage design in small urban catchments: A handbook for Australian practice
 Water Sensitive Urban Design (WSUD) Engineering Procedure: Stormwater
 Water Services Association of Australia Code (WSAA).

ATTACHMENTS: Appendix A: Stormwater Layout, Catchment Plan & Master Services Plan
 Appendix B: Stormwater Calculations 'Drains Analysis Results'
 Appendix C: Soil Erosion and Drainage Management Plan
 Appendix D: Pavement Calculations

ADDITIONAL NOTES / REQUIREMENTS:

CWCR-A is to be read in conjunction with TMK Drawings 1509164 C01 to C13.

For and on behalf of
TMK Consulting Engineers

CARLO TALLADIRA
 Senior Associate / Civil Team Leader

Document Title: Civil Works Construction Report
 Issue Date: 15/07/10
 K:\2015\09\1509164\Civil Drawings and Calcs\Civil Works Construction Report\1509164 CWCR_A.doc

Document Code: CF046

Revision Code: 02
 Approved by: JKK
 1 of 1

TMK CONSULTING ENGINEERS
JOB NO: 1509164
OCTOBER 2017



PROPOSED RESIDENTIAL LAND DIVISION
LOT 14 & LOT 100 RON WAIT COURT, LOCKLEYS
CIVIL WORKS CONSTRUCTION REPORT

A. General

This Civil Works Construction Report details the stormwater drainage design including the design and specification of underground reinforced concrete pipes and road pavements for the proposed residential land division at Lot 14 & Lot 100 Ron Wait Court, Lockleys SA. The proposed design is undertaken in accordance with the conditions of consent by the City of West Torrens, listed in the Decision Notification Form dated the 11th April 2017.

B. Stormwater Drainage Design

OVERVIEW

The subject site (0.66 ha.) in its current state has a gentle fall from South to North towards the River Torrens and is landlocked on the South, East and West. Please refer to Appendix A which shows the proposed development catchment area and existing stormwater catchments.

The existing stormwater drainage network, pit and pipe system and contributing catchment area plans adjacent to the subject site were provided by The City of West Torrens. The existing system consists of kerb and gutters (150mm high), side entry pits, buried concrete pipes, an existing Rocla Cleansall CL375 gross pollutant trap and a headwall at the outlet which discharges directly into the River Torrens. There is also an overland flow path which picks up surface overflows on Manning Street and drains to the reserve/River Torrens. A detailed engineering survey has been undertaken to determine as-constructed invert levels and ensure modelling of the existing system is accurate.

Refer to **Appendix A** for the Stormwater Layout, Catchment Plan and Master Services Plan.

HYDRAULICS AND HYDROLOGY

Stormwater management of the proposed land division has been designed in accordance with the City of West Torrens Decision Notification Form and includes the following parameters:

- Antecedent Moisture Content (AMC) of 2.5 is adopted in DRAINS model.
- Soil type 2.5.
- Blockage factor of 0.2 (20%) is used for on-grade pits & 0.5 (50%) is used for sag pits.
- The internal drainage system of the development would cater for the minor/major system of a 1 in 10 year ARI storm event and 1 in 100 year ARI storm event.
- Allotment catchments are based on 75% impervious area and 25% pervious area.
- Pit entry capacities adopted are as described in the hand book for "**Storm Drainage Design in Small Urban Catchments: a handbook for Australian practice by John Argue**".

The stormwater drainage system has been designed for the two performance levels defined as minor and major drainage systems, in accordance with the requirements of the City of West Torrens and as listed in the Decision Notification Form.

The minor system is designed for the 1 in 10 year ARI storm event and bypass of pits is generally not accepted. A minimum freeboard of no less than 150mm is maintained between the hydraulic grade level (HGL) in a stormwater pit and the gutter invert level, for the minor storm event.

The major system is designed for the 1 in 100 year ARI storm event and overflow and upwelling from pits is generally permitted where there is a defined overland flow path, provided flow depths do not exceed the top of any kerb parallel to the direction of flow.

Refer '**Appendix B**' for DRAINS results, providing a summary of stormwater calculations and flows.

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LOT 14 & LOT 100 RON WAIT COURT, LOCKLEYS
CIVIL WORKS CONSTRUCTION REPORT

STORMWATER QUANTITY MANAGEMENT

PRE-DEVELOPMENT FLOW CALCULATIONS:

Existing System Pre-Development flows computed using DRAINS (worst case event):

Catchment	10 Year ARI Peak Discharge at Outlet (L/sec)	100 Year ARI Peak Discharge at Outlet (L/sec)
Existing System	169	251

POST-DEVELOPMENT FLOW CALCULATIONS:

The proposed development site has been divided into three sub catchments.

Catchment	Area (m ²)	Discharging to
'A' – Lots 9-17	2,614	New outlet at River Torrens
'B' – Lots 2-8 and proposed road	3,447	Existing System
'C' – Lot 1	560	Torrens Avenue – existing water table

Catchment 'A' as shown on the stormwater structure plan (refer to Appendix A) is proposed to drain to a new stormwater connection point discharging into the River Torrens. Catchment 'B' is proposed to drain into the existing drainage network which initially drains to Manning Street and ultimately discharges into the River Torrens. Catchment 'C' Lot 1 is proposed to discharge to the existing Torrens Avenue water table.

Post-Development flows computed using DRAINS (worst case event):

Catchment	Detention Volume (m ³)	10 Year ARI Peak Discharge at Outlet (L/sec)	100 Year ARI Peak Discharge at Outlet (L/sec)
Catchment 'A'	Not provided	55	106
Existing System + Proposed Catchment 'B'	80	126	254

The computed detention volume above is the required volume to sufficiently detain the post developed 100 year ARI storm event and limit the outflow to the pre-development flow rates. Detention volumes are based on DRAINS ILSAX hydrological method and are run for all storm durations up to and past the critical point.

The detention volume shown above will be provided in a combination of several forms of detention which are described below. Please also

FORMS OF DETENTION:

- Individual Allotment Tanks = 35kL
 - Lots 2 – 8 (7 allotments) located in Catchment 'B' will each provide a 5kL detention tank which will be facilitated with a Land Management Agreement (LMA).
- Underground Storage (Culverts & Pipes) = 30.2kL (RCBC) & 14.8kL (RCP)
 - 1 x 2.4m(w) x 0.6m(h) x 10m(l) and 1 x 2.4m(w) x 0.6m(h) x 11m(l) reinforced concrete box culverts are proposed in Ron Wait Court within the road carriageway on the eastern side of the development.
 - 2 x 450mm (dia) x 48m reinforced concrete pipes which will connect to the existing system with a 100mm orifice to limit outflow into the existing system.

Refer to **Appendix A** for the Stormwater Layout, Catchment Plan and Master Services Plan

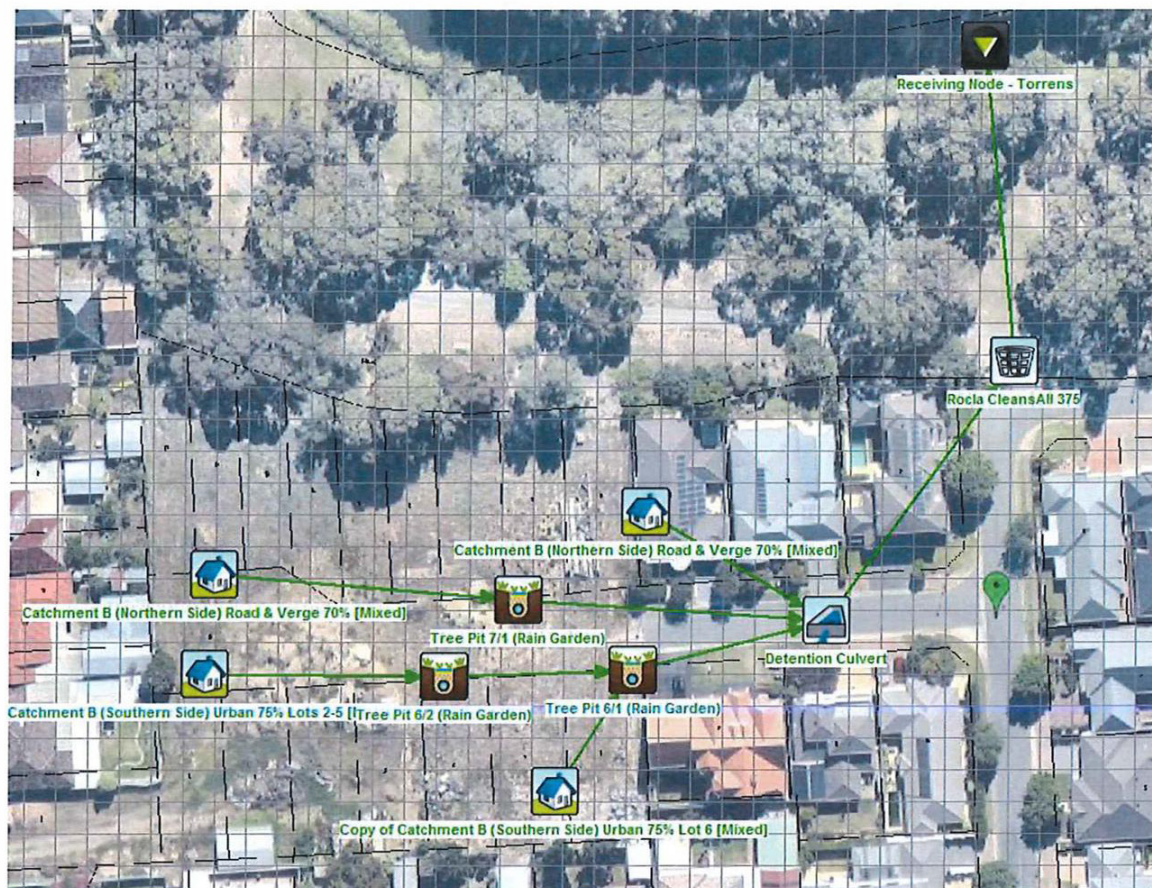
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CIVIL WORKS CONSTRUCTION REPORT

WATER QUALITY ASSESSMENT AND POST DEVELOPMENT IMPACT

The proposed catchment treatment train was modelled using MUSIC as shown below



The results obtained from the model are shown below and indicates that the proposed treatment train for the catchment will mitigate the impacts of the development on the receiving water body and achieve the water quality objectives required by the City of West Torrens.

SEDIMENTS AND EROSION CONTROL

A Soil Erosion and Drainage Management Plan (SEDMP) for the proposed development has been prepared in accordance with the City of West Torrens Land Division requirements and conditions listed in the Decision Notification Form.

Refer to '**Appendix C**' for the Soil Erosion and Drainage Management Plan "**TMK drawing no. 1509164-C02**". The SEDMP includes the following;

- The use of shaker pads at entry and exit points to the proposed construction area.
- Erection and maintenance of silt fences around the perimeter of the development and to the low side of all soil stockpiles to reduce the quantity of silts leaving the site.
- The use of silt sock barriers surrounding all stormwater pits to reduce the quantity of silts and gross pollutants entering the underground stormwater system.
- The use of sedimentation basins to capture and manage stormwater run-off during the construction process.

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C. Design of Buried Concrete Pipes

In accordance with the Decision Notification Form by the City of West Torrens, the following have been specified.

- Stormwater pipes within road reserves shall be 'Class 3' and road crossings shall be 'Class 4' reinforced concrete pipes (RCP) with a minimum of 600mm cover.
- The minimum pipe size specified is ø375mm RCP for stormwater pipes within the road reserves.
- The minimum pipe grade adopted is 0.30% for all pipes.

The pipes and their installation shall comply with the City of West Torrens Standards and Requirements, current Australian Standards, Austroads Guidelines, current industry practice and in line with any conditions of approval to the reasonable satisfaction of Council.

D. Road Pavements

Road pavements are designed in accordance with the following:

- AUSTROADS – A Guide to the Structural Design of Road Pavements AP-17/92;
- AUSTROADS – A Guide to the Design of New Pavements for Light Traffic, APRG-Rpt-21
- AUSTROADS – Guide to Pavement Technology Part 2: Pavement Structural Design;
- The City of West Torrens pavement design requirements listed in the DA.

Design traffic volumes are computed adopting traffic generation of 9 daily trips per residential dwelling in accordance with the NSW RTA "Guide to Traffic Generating Developments"

Pavement design is based on the assumed CBR value of 4. Final pavement design from the actual sub-grade soil CBR testing will be undertaken at the time of road formation/box-out. The in-situ sub-grade strength testing will be undertaken once the road is boxed out and a pavement report including final pavement design and any sub grade stabilization recommendations, where required, will be prepared for Council's approval prior to pavement construction commencing.

Refer to '**Appendix D**' for pavement calculations.

PAVEMENT SUMMARY

Layer Description	Layer Depth	Material Specification	Road Name
Wearing Course	30	AC10 C170	CL01 'Ron Wait Court
Base Course	125	PM 1/20 FCR	
Sub-base Course	175	PM2/20 QR	
Total Pavement Depth	330		

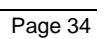
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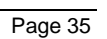


PROPOSED RESIDENTIAL LAND DIVISION
LOT 14 & LOT 100 RON WAIT COURT, LOCKLEYS
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APPENDIX A

STORMWATER LAYOUT, CATCHMENT PLAN & MASTER SERVICES PLAN







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PROPOSED RESIDENTIAL LAND DIVISION
LOT 14 & LOT 100 RON WAIT COURT, LOCKLEYS
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APPENDIX B

STORMWATER CALCULATIONS 'DRAINS' ANALYSIS RESULTS

[illegible]

NOTES

This sheet presents results from a pipe system model using LISA, an optional method, extended midpoint method (EPM), or full loss-confining loss (L-CQ) model implemented in the DRONE program (www.dronetool.com.au/) in solving considerable calculations with multiple initial patterns, and complex hydraulic computations. Therefore, unlike other rational method calculation sheets, this sheet does not portray hand calculations.

Depending on Input, the table may show results for a minor storm, a major storm, or both.

There may be multiple rows for up to three overflow
You cannot have headings or data columns overflow.

The contents of each column are discussed below:

Column 1: Design annual exceedance probability (AEP); values for minor and major floods are 0.01 and 0.001, respectively
Column 2: Plt Name from DRAINS (The connecting sub-catchment, derived from the DRAINS file)

different names, so they do not need to be entered in the table.)

Column 3: Sub-Catchment Area (ha)

Column 5: Percentages of paved, supplementary and grazed areas for "LSAX," impervious and porous areas for the rational method and ERM, or equivalent impervious areas (EIA) and remaining areas for the IL-CL model.

Column 6: Land-Use Type; paved, supplementary and grazed areas (in different rows) for "LSAX," impervious and porous areas for the rational method and ERM, or equivalent impervious areas (EIA) and remaining areas for the IL-CL model.

Column 7: Percentages of paved, supplementary and grazed areas for "LSAX," impervious and porous areas for the rational method and ERM, or equivalent impervious areas (EIA) and remaining areas for the IL-CL model.

Column 8: Slopes of toroid, supplementary and grazed area flow path segments (%) for LSAX, or impervious and impervious areas (EIAs) and remaining areas for the IL-CL model.

Column 8: Roughnesses of paved, supplementary and grouted area flow path segments (Manning's values) for ILSDX, or impervious and impervious areas for the isoland method and ERM, or equivalent impervious areas (EIA) and remaining areas for

Column 18: Total Approach Flow (m^3/s), local sub-catchment runoff plus overflows directed to the pit.

Column 19: $\text{depth} \sim \text{flow} \sim \text{m}$, and overbank occurring because of near full capacity at overbanking at the pipe optimum

Column 21: Backflow or Direct Inflow Peak (m^3/s). If present in the model, otherwise the column does not appear.

Column 22: Flow In Pipe (m^3/s).

Column 23: Pipe Length (mm).
Column 24: Pipe Slope (%).

Column 25: Pipe Diameter (mm) or Box Dimensions (m).
Column 26: Upstream Pipe Hydraulic Grade Line Level (middle the pipe) (m AHD).

[illegible]

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APPENDIX C

SOIL EROSION AND DRAINAGE MANAGEMENT PLAN & CALCULATIONS





JOB NUMBER: 1509164

DATE: 27/10/17

PAGE: SB-1

DESIGN: ST

SITE DISCHARGE: 1 IN

2 YEAR STORM OF DURATION 60 MINS

Impervious area

$A = 523 \text{ m}^2$ 20.0% Contributory area
 $I = 16.00 \text{ mm/hr}$
 $C = 0.65$
 $Q = CIA / 3600 = 1.51 \text{ L/SEC}$

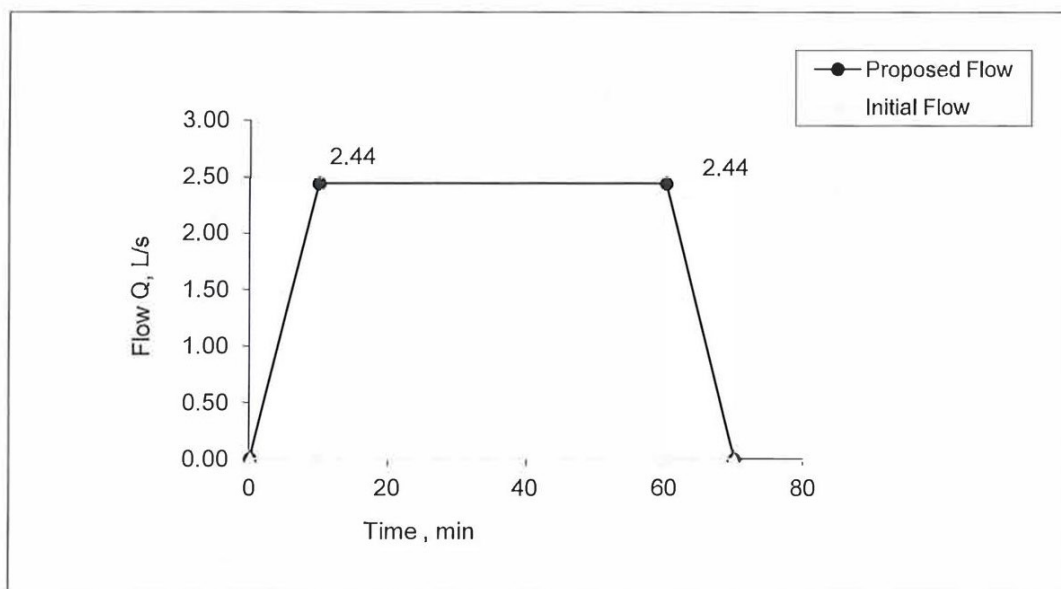
Pervious area

$A = 2091 \text{ m}^2$ 80.0% Contributory area
 $I = 16 \text{ mm/hr}$
 $C = 0.1$
 $Q = CIA / 3600 = 0.93 \text{ L/SEC}$

TOTAL FLOW: 2.44 L/SEC**Graph TC vs Flow:**

TC (Min.)	Proposed Flow (L/s)	Initial Flow (L/s)
0	0.00	0.00
10	2.44	0.00
60	2.44	0.00
70	0.00	0.00

Therefore,
Determine Amount of Detention

**Intersection & Graph Formulas:**

Therefore the Two intersection points are:

TC = 0.00 min

TC = 70.00 min

Volume of Water To Be Detained: $V = 8783 \text{ L}$ $= 8.78 \text{ m}^3$



JOB NUMBER: 1509164

DATE: 27/10/17

PAGE: SB-2

DESIGN: ST

SITE DISCHARGE: 1 IN

2 YEAR STORM OF DURATION 60 MINS

Impervious area

A = 444 m² 20.0% Contributory area
 I = 16.00 mm/hr
 C = 0.65
 Q = CIA / 3600 = 1.28 L/SEC

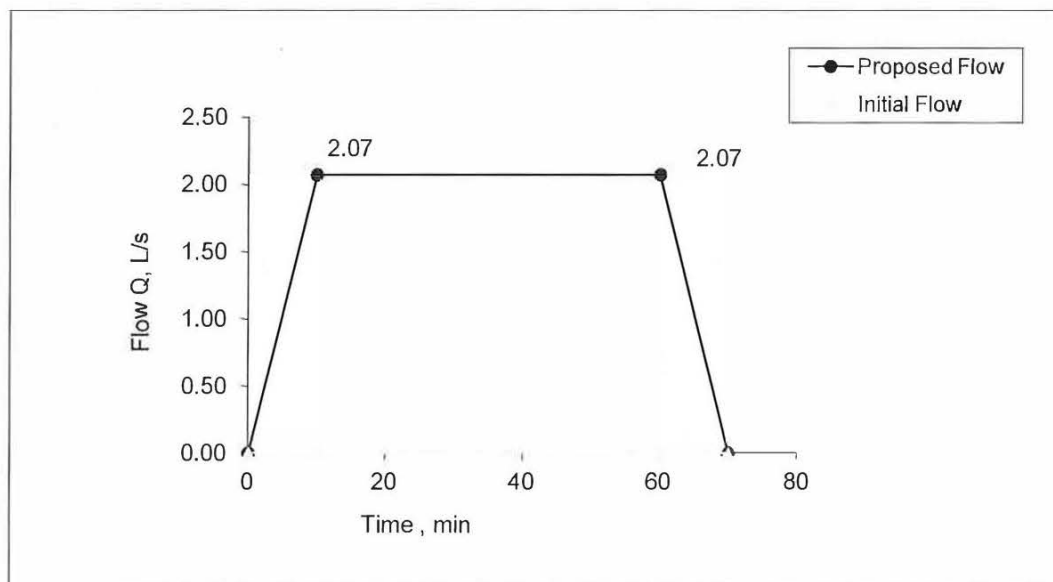
Pervious area

A = 1777 m² 80.0% Contributory area
 I = 16 mm/hr
 C = 0.1
 Q = CIA / 3600 = 0.79 L/SEC

TOTAL FLOW: 2.07 L/SEC**Graph TC vs Flow:**

TC (Min.)	Proposed Flow (L/s)	Initial Flow (L/s)
0	0.00	0.00
10	2.07	0.00
60	2.07	0.00
70	0.00	0.00

Therefore,
Determine Amount of Detention

**Intersection & Graph Formulas:**

Therefore the Two intersection points are:

TC = 0.00 min

TC = 70.00 min

Volume of Water To Be Detained:

$$\begin{aligned}
 V &= 7463 \text{ L} \\
 &= 7.46 \text{ m}^3
 \end{aligned}$$

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PROPOSED RESIDENTIAL LAND DIVISION
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APPENDIX D

PAVEMENT DESIGN CALCULATIONS



Ref.: 1509164

Date: 17-Aug-17

Design: ST

Page: MLPD1

PAVEMENT DESIGN - MINOR & LOCAL ROADS

These calculations comply with "AGPT02/08 Guide to Pavement Technology - Part 2: Pavement Structural Design".

Road Description : **Ron Wait Court - CL01**

Design Parameters

No. of allotments (A) :	23	
Vehicle trips per day / allotment (T) :	9.0	
Annual growth rate (r) :	1.00 %	
Design period (P) :	20 years	
Design subgrade CBR (C) :	4 %	(assumed value)
Percentage heavy vehicles (%HV) :	6 %	
Direction factor (DF) :	0.5	Section 7.4.4
Lane distribution factor (LDF) :	1	Table 7.3

Design Calculations

a) AADT = $A.T = 23 \times 9 = 207$ vehicle trips per day

b) Cumulative Growth Factor (CGF) = $((1 + 0.01r)^P - 1) / 0.01r = 22.0$ Equation 7.2

c) Average number of axle groups per heavy vehicle (N_{HVAG}) = 2.1 Table 12.2

d) Total number of Heavy Vehicle Axle Groups (HVAG)

$N_{DT} = 365 \cdot AADT \cdot DF \cdot \%HV / 100 \cdot LDF \cdot CGF \cdot N_{HVAG} = 1.0E+05$ Equation 7.1

e) Design Traffic, DESA

Ratio (ESA / HVAG) = 0.3 Table 12.3
 $\therefore DESA = (ESA / HVAG) \cdot N_{DT} = 3.1E+04$ ESA

f) Design Pavement Thickness

From Figure 12.2,

Minimum thickness of granular material, $t =$

$\text{Max}(100, 0.475 \cdot [219 - 211 \cdot (\log CBR) + 58 \cdot (\log CBR)^2] \cdot \log(14 \cdot DESA))$

i.e., $t \approx 305$ mm

Minimum Pavement Thickness Specified by the Local Authority = 325 mm

For design, adopt a pavement with granular material thickness = 330 mm

Is the hotmix layer included in the granular material thickness ? ☒

\Rightarrow Provide a pavement with :

Hotmix =	30 mm
Base layer =	125 mm
Subbase layer =	175 mm

Overall Pavement Thickness = 330 mm



11.2 Analysis of Green Cover Across the City of West Torrens

Brief

This report provides an overview of a recent study that assessed the amount of green cover (trees, shrubs and grass/bare earth) versus hard surfaces across the City of West Torrens. It describes trends and identifies work being done to increase greening across the City.

RECOMMENDATION

The Committee recommends to Council that the report is received.

Introduction

Urban greening includes numerous forms of green cover, such as trees, shrubs and grass. Urban greening plays an important role in community health, ecosystem function and economic activity. The social, economic and environmental benefits of urban vegetation have been well researched and documented globally.

Council is responsible for the planting and maintaining green cover in its parks, along streets and other open space networks. It seeks opportunities to improve green cover during upgrades to streets and parks. Council also encourages the community to add more plants on their properties, with initiatives such as the annual 'Native Plant Giveaway' event, and to be involved in planting days, such as the annual 'Arbor Day' event. Other community awareness programs include 'tree tagging' whereby information tags are placed on selected trees to promote the benefits of those trees.

Council has been involved in recent climate change projects such as the Climate Adaptation project 'AdaptWest', and urban heat mapping. These projects identify the important role of urban greening, particularly trees, in creating healthy and resilient communities. The recently adopted Tree Strategy also supports this view and identifies the need to retain and plant more trees to address urban heat, to replace trees that may have been removed as a result of urban development or from community requests, and to select species that are more tolerant to a changing climate.

Notwithstanding the efforts of Council, the amount of urban greening across the City of West Torrens (most notable trees) is at risk of decline, mainly due to population growth and housing infill developments. When combined with the increase in site coverage footprint of homes on smaller allotments and a trend away from large backyards, an increasing number of trees have been cleared on private property to build more densely packed houses. Additionally, a dwelling with greater site coverage reduces the space available to plant replacement trees. Infill development has also resulted in more driveways, which has resulted in the removal of street trees. Urban greening has also been reduced due to an increase in hard surfaces and use of artificial lawn, and a reduction in lawns and garden beds.

There have also been changes over time to the original State Government 'Significant' tree protection controls which were introduced in the year 2000 to protect healthy trees from removal and damage across metropolitan Adelaide. A combination of factors led to changes to this legislation in 2011, possibly resulting in the relaxation of the tree protection controls leading to more tree removal approvals.

The State Government's 30 Year Plan for Greater Adelaide, and the recently released draft State Planning Policies advocate an increase in tree canopy cover across the metropolitan area by 20% by the year 2045. Given the trend in tree loss, this target may be a challenge for the City of West Torrens to achieve, unless more urban greening in both privately and publically owned land occurs.

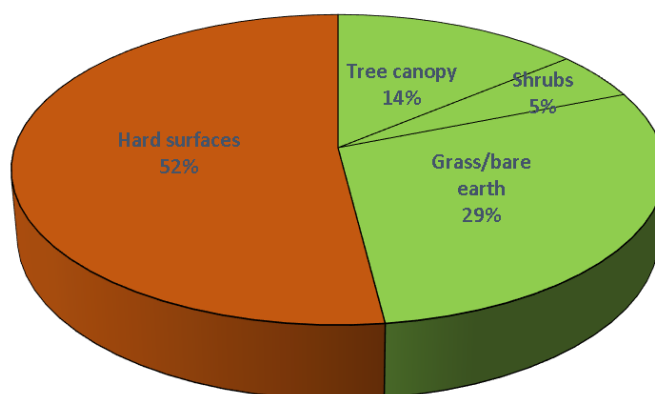
As urban infill development progresses, there may be higher demand on Council's streetscapes and parks to meet the community's needs for open space and greening. Planting programs in these areas will be important in meeting community expectations and in maintaining healthy communities and environments.

Discussion

The Administration undertook a desktop study to compare the amount of green cover (such as trees, shrubs and grass), versus hard surfaces (such as roads, buildings, carparks and driveways) across the City of West Torrens. The purpose of the study is to gain a better understanding of tree canopy cover and other greening elements across the City of West Torrens, and identify opportunities to protect and increase plantings. The study provides useful baseline information that can be used to measure changes in green cover and hard surfaces over time.

The findings of the study indicate that over half of the land in the City of West Torrens comprises hard surfaces (such as roads and buildings) and the remainder is in the form of green cover (i.e. trees, shrubs and grass/bare earth). A breakdown of this is shown below:

Greening versus Hard surfaces



Closer examination of this information reveals that there is a significant amount of hard surfaces located within privately owned land compared to on council owned land, and the same can be said for areas of grass/bare earth. More trees are located on private land compared to council owned land, however the difference between these is not as significant. There is no significant difference between the amount of shrubs located on private land and on council owned land.

A historical comparison was undertaken to identify any changes in greening or hard surfaces from 2008 to 2018. The sample suburbs (Kurralta Park and Torrensville) both experienced a reduction in green cover and an increase in hard surfaces over this time period. By way of example, the changes in Kurralta Park are presented in the following table:

Land cover	Year: 2008	Year: 2018	Change
Trees	21%	20%	Decreased by 1%
Shrubs	1%	1%	No change
Grass/bare earth	21%	16%	Decreased by 5%
Hard surfaces	58%	63%	Increased by 5%

During this time period, urban land use policy that encourages increased residential densities has been introduced, as well as a relaxation in State Government tree protection requirements. These changes may have been major factors in hard surfaces replacing grassed areas and trees. This indicates that in locations where similar land use zonings are applied suburbs are likely to experience similar trends as development occurs.

If these suburbs are representative of City-wide trends, then ongoing losses of greening, such as in backyards and along streets is likely to occur. A focused effort to increase tree plantings is required to build community resilience to climate change, to cool urban heat, and to maintain healthy and connected communities.

Opportunities to increase plantings may include:

- Planting more trees where there are gaps in the streetscape
- Modifying (narrowing) streets to include more plantings in the verge
- Using Council's urban heat maps to prioritise plantings in Council's parks and playgrounds
- Identifying parcels of land that may be suitable for tree plantings (such as drainage lands, cul de sacs adjacent Keswick Creek, etc)
- Adding more greening along cycling and walking routes
- Adding more trees at economic activity nodes, which in turn can help increase community connectivity
- Installing green walls and other green infrastructure (such as roof top gardens)
- Expanding Council's open space system, such as through property acquisition

The Administration is also working towards:

- Influencing State Planning Policies;
- A greening and cooling action plan to identify priority areas for more plantings;
- A tree canopy cover target to help facilitate a planting program;
- Incentives to increase greening on private properties; and
- Raising community awareness of the importance of trees and to highlight the value of trees.

Conclusion

This report provides an overview of a study that compares the amount of green cover and hard surfaces in the City of West Torrens, and describes the challenges and opportunities to increase greening.

Attachments

1. Analysis of Green Cover



How green are we?

An analysis of green cover in the City of West Torrens



September 2018

Prepared by Nicky O'Broin

Sustainability Planner

City of West Torrens

Contents

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2. Importance of Green cover	3
3. Scope and Methodology	5
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5. Green cover - each suburb	9
6. Greening cover - Historical assessments	16
7. Opportunities for Greening.....	20

1. Introduction

The social, economic and environmental benefits of urban vegetation have been well researched and documented globally. One of the significant benefits of urban greening, particularly tree canopy cover in the community is the reduction in urban heat. The amount of tree canopy cover across the City of West Torrens is at risk due to population growth, housing infill development, impacts of climate change and changes to South Australian tree protection controls over time.

The State Government's 30 Year Plan for Greater Adelaide aims to contain the urban footprint and protect resources. To help facilitate this it has set a target of 85% of all new housing in metropolitan Adelaide to be built in established urban areas by the year 2045.

When combined with the increase in site coverage footprint of homes on smaller allotments and a trend away from large backyards, an increasing number of trees have been cleared on private property to build more densely packed houses. Additionally, dwellings with greater site coverage minimise the potential to plant replacement trees due to lack of remaining space. Infill development has also resulted in more driveways, which has resulted in the removal of street trees.

There have been changes over time to the original 'Significant' tree protection controls which were introduced in 2000 to protect healthy trees from removal and damage across metropolitan Adelaide. A combination of factors led to changes to this legislation in 2011, possibly resulting in the relaxation of the tree protection controls, such as:

- Significant trees would now be defined as having a 3 metre circumference instead of 2 metres (from 1 metre above ground). This is likely to result in fewer trees being afforded the protection under this classification.
- 'Regulated' trees were introduced and defined as having a 2 metre circumference. Such trees require approval to remove or prune unless when 'development that is reasonable and expected would not otherwise be possible'. The broad nature of the terminology used gives planning authorities discretion to authorise the removal or damage to a Regulated tree.
- Tree protection controls do not apply to trees situated within 10 metres of an existing dwelling or in-ground swimming pool (other than Willow Myrtles and Eucalypt species), or within 20 metres if the tree is in a bushfire protection area.
- Tree protection controls do not apply to a list of exotic species, including many species which have been traditionally grown across metropolitan Adelaide since European settlement - these can now be removed or pruned without approval.

The 30 Year Plan for Greater Adelaide acknowledges the multiple benefits of urban greening and includes a target of a 20% increase in tree canopy cover across metropolitan Adelaide by year 2045. The trends in reduced private open space and loss of tree canopies across metropolitan Adelaide are also acknowledged in the State Government's draft State Planning Policies which have been developed to inform future land use planning through the new *Planning, Development and Infrastructure Act 2016*. These draft Policies also acknowledge the need to support urban form that is liveable and environmentally sustainable.

The City of West Torrens is responsible for providing and maintaining public spaces, known as the public realm, for the benefit of the community. Council therefore has greater opportunity to increase greening in streets, parks and other areas owned or cared for by Council.

Purpose

The purpose of the study is to examine land across the entire City of West Torrens to gain a better understanding of how much is represented by green cover, such as trees, shrubs and grass, compared to hard surfaces, such as roads, buildings, carparks and driveways. The information provides baseline data that can be used to measure changes in green cover and hard surfaces over time.

The study also analyses how much green cover is found on privately owned land (known as the private realm) versus land owned by the City of West Torrens (known as the public realm). In addition, historical imagery was examined for sample suburbs to gain an insight into changes in the amount of green cover versus hard surfaces in the recent past, which may help to understand the impact of changes of land uses and urban development policies.

The scope of this study and terminology used is described in more detail in Chapter 3.

The information from this study can be used to assist in decision-making, particularly regarding future opportunities to increase greening across the City.

Key objectives of this project include:

- Assess the current (2017/18) land cover across the entire City to determine how much land is represented by tree canopy and other greening elements, compared to hard surfaces;
- Assess land cover types by suburb;
- Assess changes in land cover over time, i.e. between 2008 and 2018 for selected suburbs; and
- Analyse key findings and identify opportunities to protect and increase green cover.

2. Importance of Green cover

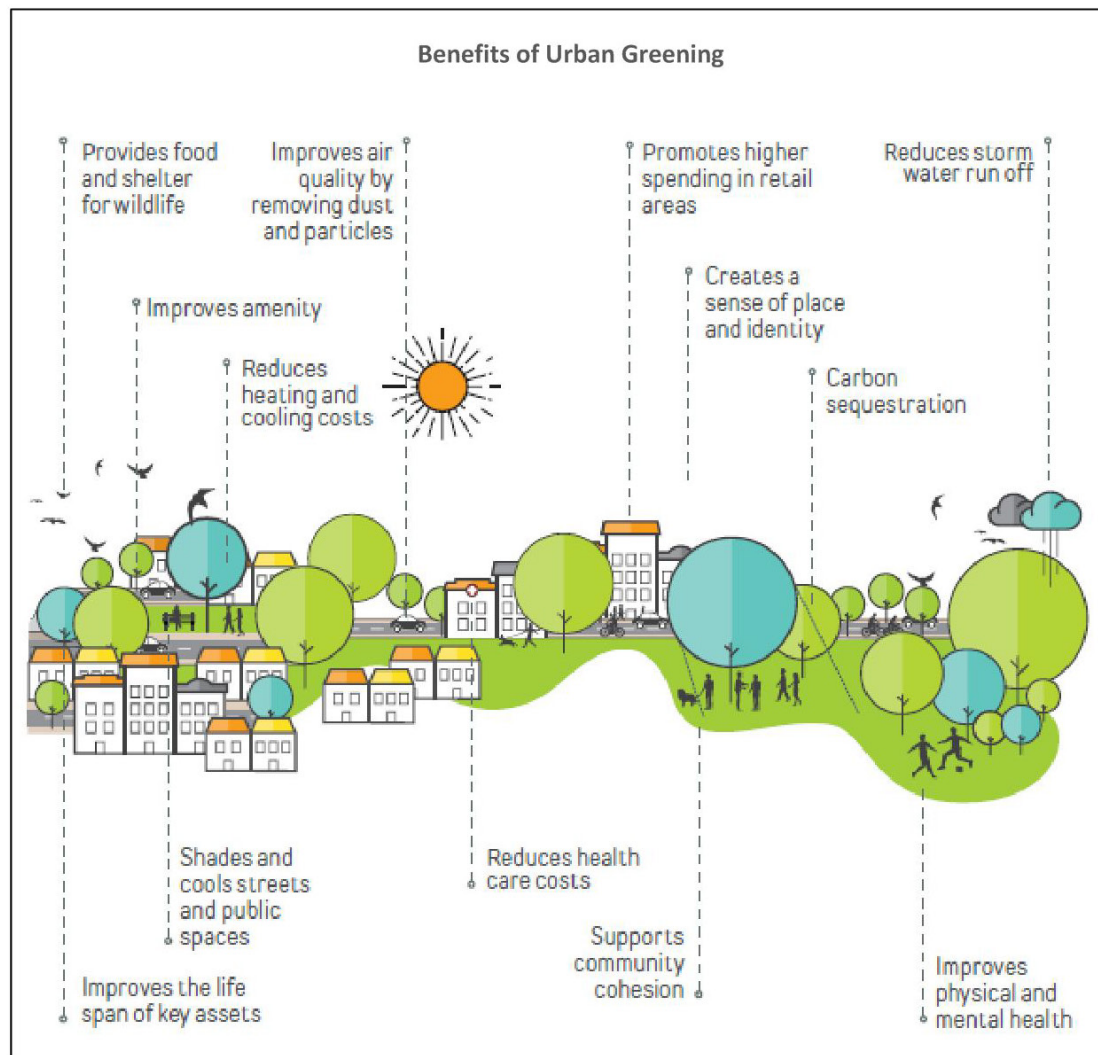
Green cover such as trees and other urban vegetation in our cities plays an important role in the health of our community and natural environment. The loss of greening, particularly tree loss, can have detrimental impacts on the long-term physical and mental health of the community, economic prosperity, and resilience to climate change.

The aesthetic and biodiversity values of trees in our parks and streets is well understood however there are many other benefits that may not be as well-known or appreciated, such as the following examples:

- Trees and other forms of urban greening help provide clean air, clean water and increase our resilience to climate change impacts.
- People tend to walk and jog more on shaded streets, which leads to interaction with neighbours, improves the sense of community and connectedness, and helps maintain physical health.
- Urban vegetation, when provided as parks and walkways and incorporated into building design, provides calming and inspiring environments and encourages learning, and alertness. This can relieve stress and support general wellness. Even brief experiences of nature in cities can improve mental function and reduce mental illness.
- Trees provide shade and cooling. Recent urban heat mapping across the City indicates that urban vegetation can lower temperatures by 2.8°C compared with the average temperatures, and irrigated open space can cool land surfaces by 4.0°C. Temperatures within vegetated swales/pits along roads (known as raingardens) may have up to a 6°C cooling effect.
- Tree lined streets and parks maintain and increase property values compared to areas without trees.
- Trees enhance economic stability by attracting businesses and people linger and shop longer when trees are present. In fact, shoppers indicate that they will travel a greater distance to visit an area having high quality trees, and spend more time there once they arrive.

Trees should be viewed as an integral part of our urban landscape and a community asset, rather than an 'add-on' consideration or even a liability. Unlike other assets, the value of trees appreciates over time as it grows larger and as its tree canopy expands. The benefits of trees often far outweigh concerns about tree root systems, watering requirements, and the dropping of leaves and fruits.

The benefits of greening throughout urban areas are wide-ranging, from human health benefits, to environmental and economic benefits, as presented in the following diagram.



(Source: City of Perth's Urban Forest Plan 2016-2036)

3. Scope and Methodology

What was assessed?

For the purpose of this study, land across the City of West Torrens is covered by the following categories:

- Trees
 - Shrubs
 - Grass/bare earth
 - Hard surfaces (such as buildings, roads, carpark, and driveways)
- } types of green cover

Details of these land cover categories are provided below:

LAND COVER CATEGORIES	DESCRIPTION
Tree Canopy - Private realm	Trees on privately owned land such as in carpark, schools, golf courses (the 'rough')
Tree Canopy - Public realm	Trees on Council owned land such as in parks, reserves, Council ovals (perimeter), along streets and road reserves
Tree Canopy - Airport	Trees on Airport land and associated land
Shrub - Private realm	Shrubs on privately owned land such as in carpark, schools, golf courses (the 'rough')
Shrub - Public realm	Shrubs on Council owned land such as in parks, reserves, Council ovals (perimeter), along streets and road reserves
Shrub - Airport	Shrubs on Airport land and associated land
Grass/bare earth - Private realm	Grass/bare earth on privately owned land, such as in backyards and in schools
Grass/bare earth - Public realm	Grass/bare earth in park, reserve, road reserve, and areas not used for sporting purposes
Grass/bare earth - Sports	Grass/bare earth on land used for sporting purposes, including school ovals, Council ovals, and golf courses (greens and fairways)
Grass/bare earth - Airport	Grass/bare earth on Airport land and associated land
Hard surface - Private realm	Hard surfaces on privately owned land - buildings, driveways, carpark, sheds, swimming pools
Hard surface - Public realm	Hard surfaces on Council owned land - street/roads, footpaths, buildings
Hard surface - Airport	Hard surfaces on Airport land and associated land - runways, buildings
*Hard surface - Other	Land that is not planted upon, such as the ocean/water

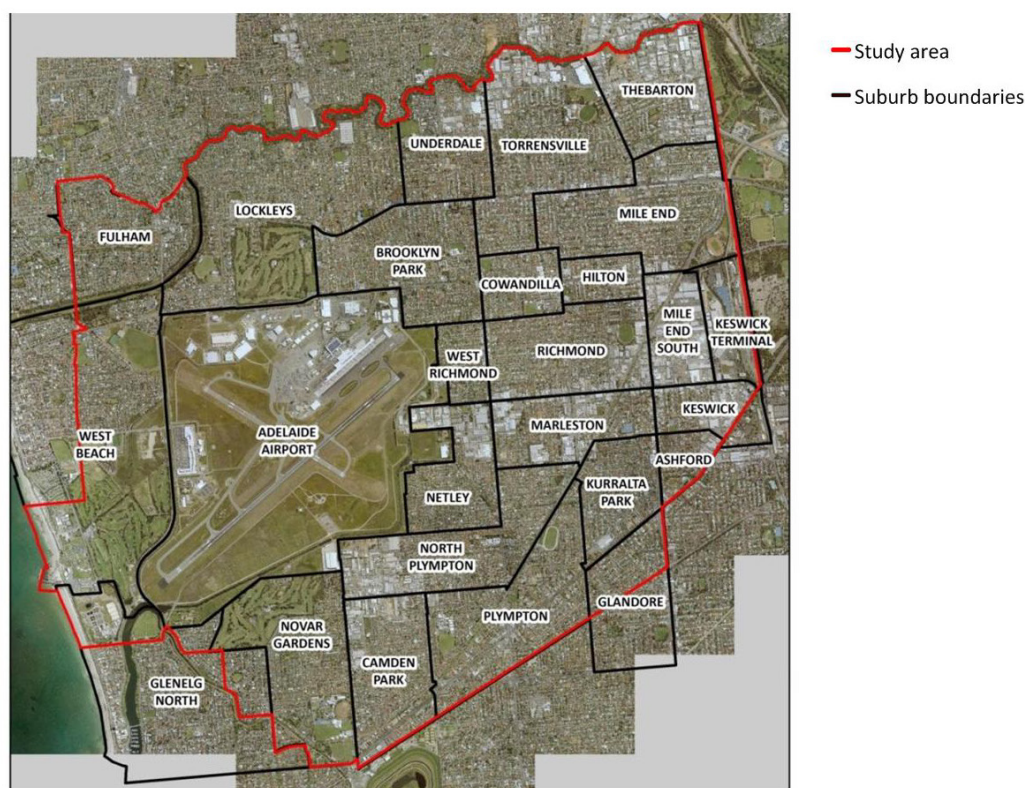
**This classification was added to the "Individual suburb assessment" and the "Historical assessment"*

An assessment of land cover was undertaken to determine the percentage of greening and hard surfaces across the City. This was done in three parts:

1. Entire City - The land cover was assessed to determine the percentage of green cover and hard surfaces (refer to map on the following page). A comparison of land on private properties and the public realm was also undertaken;
2. Individual suburbs - The land cover was assessed by suburb to provide further detail about land cover at the suburb scale; and

3. Historical - An historical assessment of land cover was undertaken for the year 2008 and 2018 for selected suburbs (Torrensville and Kurralta Park) to gain an insight to the trends in greening during recent urban infill development.

City of West Torrens - land cover assessment area:



How was land cover assessed?

The software tool "iTree Canopy" was used to identify the types of land cover across the City of West Torrens (i.e. trees, shrubs, grass/bare earth and hard surfaces) and the approximate percentage of cover for each type. iTree Canopy software is a free, online tool that provides a rapid method for assessing land cover across a defined area. It uses a scientifically validated method of assessing land cover by using Google Earth imagery as a base layer and then randomly generating sample points across the surface of a defined study area, so that the user can then classify the land cover type for each sample point, such as a tree, shrub, grass or hard surface.

A summary of the technical aspects of the iTree Canopy assessment methodology is provided below:

Assessment	Imagery used (year)	No. of points used in iTree
Entire City	2017/18	700
Individual suburbs	2017/18	385 per suburb
Historical for selected suburbs	2008 and 2018	385 per suburb

Further details and background on iTree canopy methodology can be found at:

<https://canopy.itreetools.org>

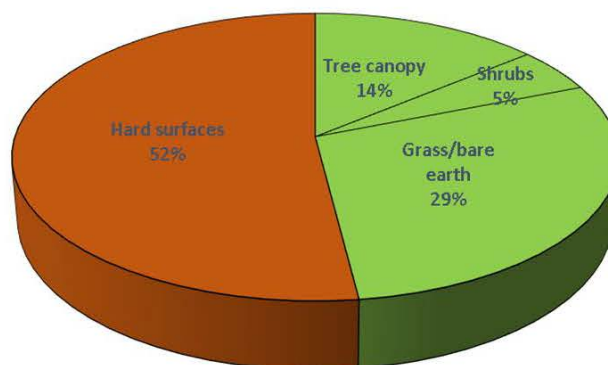
4. Green cover - City wide

Current land cover for the City

The assessment for the City as a whole (as of 2017/18) provides a comparison of green cover (i.e. trees, shrubs and grass/bare earth) versus hard surfaces (such as roads and buildings).

Approximately 48% of the land across the City of West Torrens comprises a range of green cover types and approximately 52% comprises hard surfaces (including airport land), as shown below:

Greening versus Hard surfaces



To help build a more in-depth understanding of where green cover and hard surfaces are found across the City, the assessment provides a breakdown of these land cover types in the public realm and the private realm. In addition, it identifies the percentage of these land cover types found on Airport land. This is described below and shown in a graph on the following page.

The breakdown of the total percentage of tree cover across the City of West Torrens:

- 9% in the private realm (such as in private yards)
- 5% in the public realms (such as along streets and in council parks)
- 0% on Airport land

The breakdown of the total percentage of shrub cover across the City of West Torrens:

- 2% in the private realm (such as in private yards)
- 1% in the public realm (such as in council parks)
- 2% on Airport land

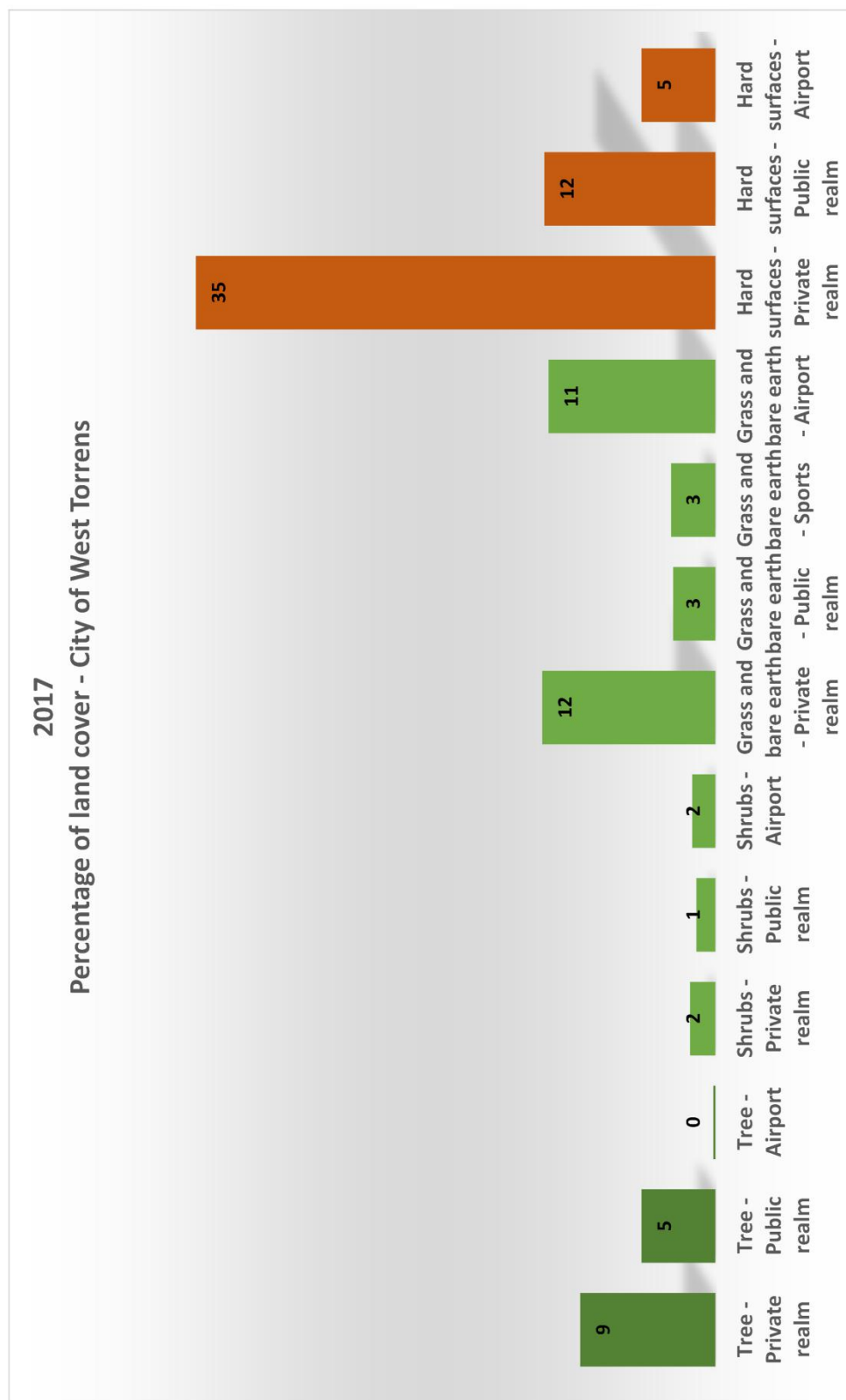
The breakdown of the total percentage of grass/bare earth across the City of West Torrens:

- 12% in the private realm (such as backyard lawns, school playing grounds, and golf courses)
- 3% in the public realm (such as in council parks and road reserves)
- 3% on sports grounds, such as school and council ovals, and golf courses
- 11% on Airport land

The breakdown of the total percentage of hard surfaces across the City of West Torrens:

- 35% in the private realm (mainly buildings, carparks, and driveways)
- 12% in the public realm (mainly roads and footpaths)
- 5% on Airport land

Detailed analysis of green cover and hard surfaces across the private realm and public realm -



5. Green cover - each suburb

A more detailed assessment of land cover was undertaken by assessing green cover and extent of hard surfaces in each suburb within the City of West Torrens.

The percentage of current land cover in 2018 varies between suburbs, as demonstrated in the table below, and shown in the figures that follow.

SUBURB	Percent cover (%)			
	Tree canopy	Shrubs	Grass/bare ground	Hard surfaces
Ashford	23	1	13	63
Brooklyn Park	19	2	18	61
Camden Park	15	2	17	66
Cowandilla	15	3	21	61
Fulham	23	2	18	57
Glandore	20	2	16	62
Glenelg North	14	2	17	67
Hilton	18	1	8	73
Keswick	13	1	11	75
Keswick Terminal	19	1	12	68
Kurralt Park	19	1	16	64
Lockleys	25	2	29	44
Marleston	15	2	14	69
Mile End	17	2	17	64
Mile End South	7	2	4	87
Netley	15	2	14	69
North Plympton	15	1	18	66
Novar Gardens	18	3	37	42
Plympton	16	3	20	61
Richmond	16	2	13	69
Thebarton	13	1	10	76
Torrensville	18	2	14	66
Underdale	15	1	18	66
West Beach	9	2	42	47
West Richmond	15	2	20	63
Airport land	3	1	61	35

Each suburb has its own features and characteristics which can influence the amount of greening and hard surfaces, such as parks, golf courses, land use zonings, railway and road infrastructure, etc.

Green cover (trees, shrubs and grass)

Areas which have the higher percentages of overall green cover (i.e. trees, shrubs and grass/bare earth), in the City of West Torrens are found on Airport land and the suburbs of Novar Gardens, Lockleys and West Beach. This is due to some suburbs having a lot of grassed areas for sporting grounds and golf courses as well as lower housing densities and hence larger backyards. A substantial amount of the Airport land is covered by grass and hence it has a high percentage of green cover compared to other suburbs.

The overall green cover within the City of West Torrens comprises of the following types of greening:

Tree canopy

- Lockleys has the highest tree canopy cover due to presence of trees along the Torrens River Linear Park, golf course and in private yards.
- West Beach has a low tree canopy cover which is due to a lot of its land being grassed areas for golf course and sporting fields.
- Mile End South has a low tree canopy cover due to presence of large warehouse style buildings that cover a large proportion of each allotment.
- Airport land has a low tree canopy cover which is a deliberate action to avoid attracting birds to the airport, and thereby reducing the risk of bird strike of aircrafts.

Shrubs

- Shrub cover was low across all suburbs compared to other land cover types, and there is not much variation in shrub cover across the suburbs.

Grass/ bare earth

- The Airport land has the highest percentage of grass/bare earth land cover which is due to the substantial amount of grassed areas surrounding the air strips.
- This was followed by West Beach and Novar Gardens which is due to a mix of lower density housing with grassy private yards, parks, sporting grounds and golf courses in these suburbs.
- Suburbs with less grass cover tend to have higher density development within them and large areas covered by hard surfaces.

Hard surfaces

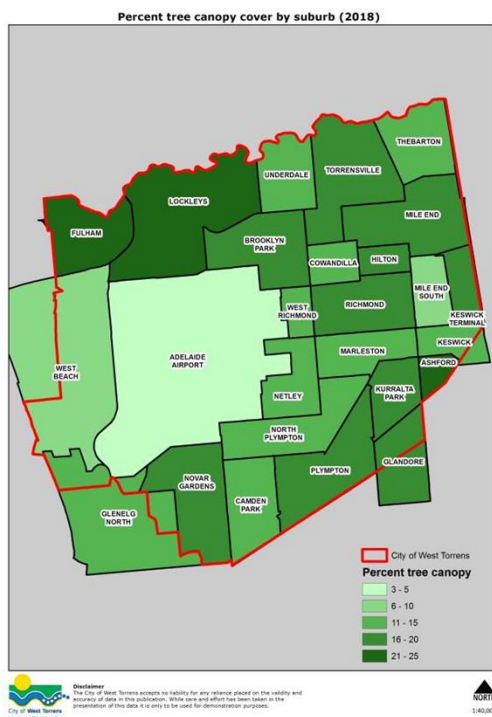
The suburbs in West Torrens that have the highest percentage of hard surfaces are Mile End South, Thebarton, Keswick, and Hilton, compared to other suburbs in the City of West Torrens. This may be due to these suburbs having significant road and rail infrastructure, as well as buildings and a mix of residential housing densities which all contribute to the higher percentage of hard surfaces compared to other suburbs.

The suburbs of Novar Gardens and Lockleys have a lower percentage of hard surfaces compared to the other suburbs in the City of West Torrens which may be due to the presence of larger backyards, golf courses and the River Torrens Linear Path within these suburbs. The suburb of West Beach has a low percentage of hard surfaces, mainly due to the large amount of land dedicated to golf courses and sporting fields. Airport land also has a low percentage of hard surfaces due to the large amount of its land dedicated as grass surrounding the air strips.

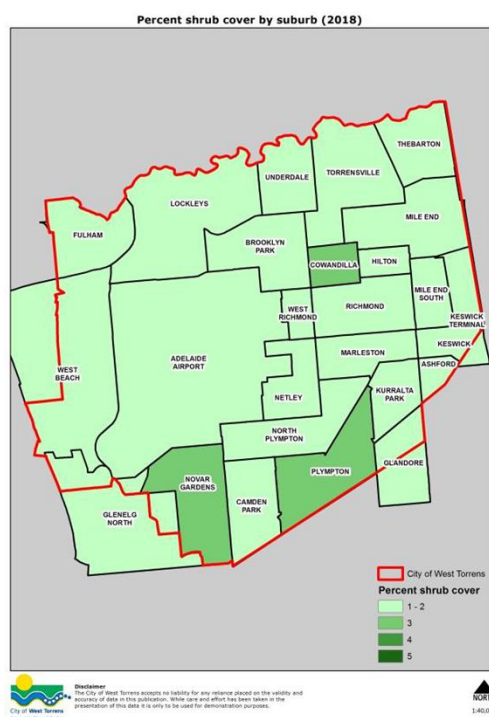
The variation in land cover across the suburbs of the City of West Torrens is shown in the following figures.

These figures are shown in greater detail on the pages that follow.

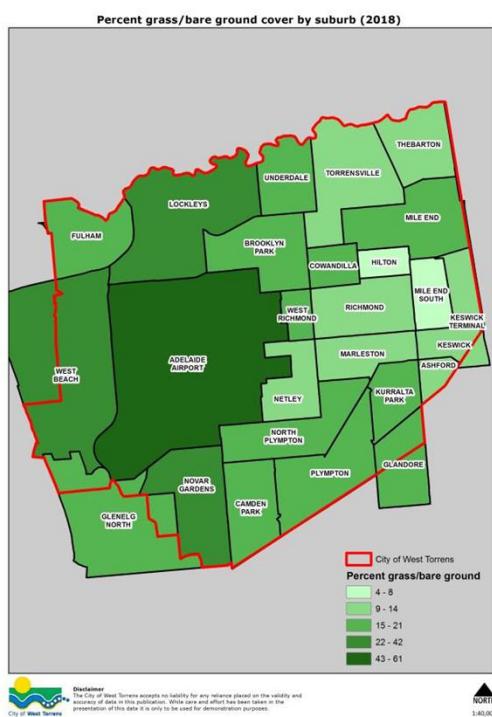
Percent tree canopy cover -



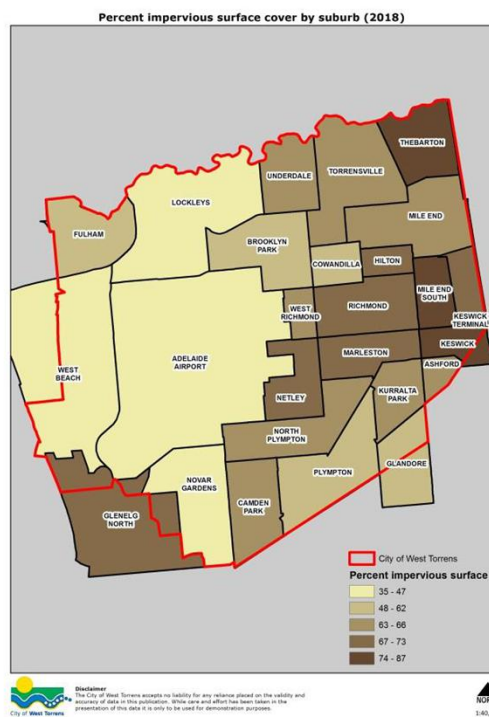
Percent shrub cover -

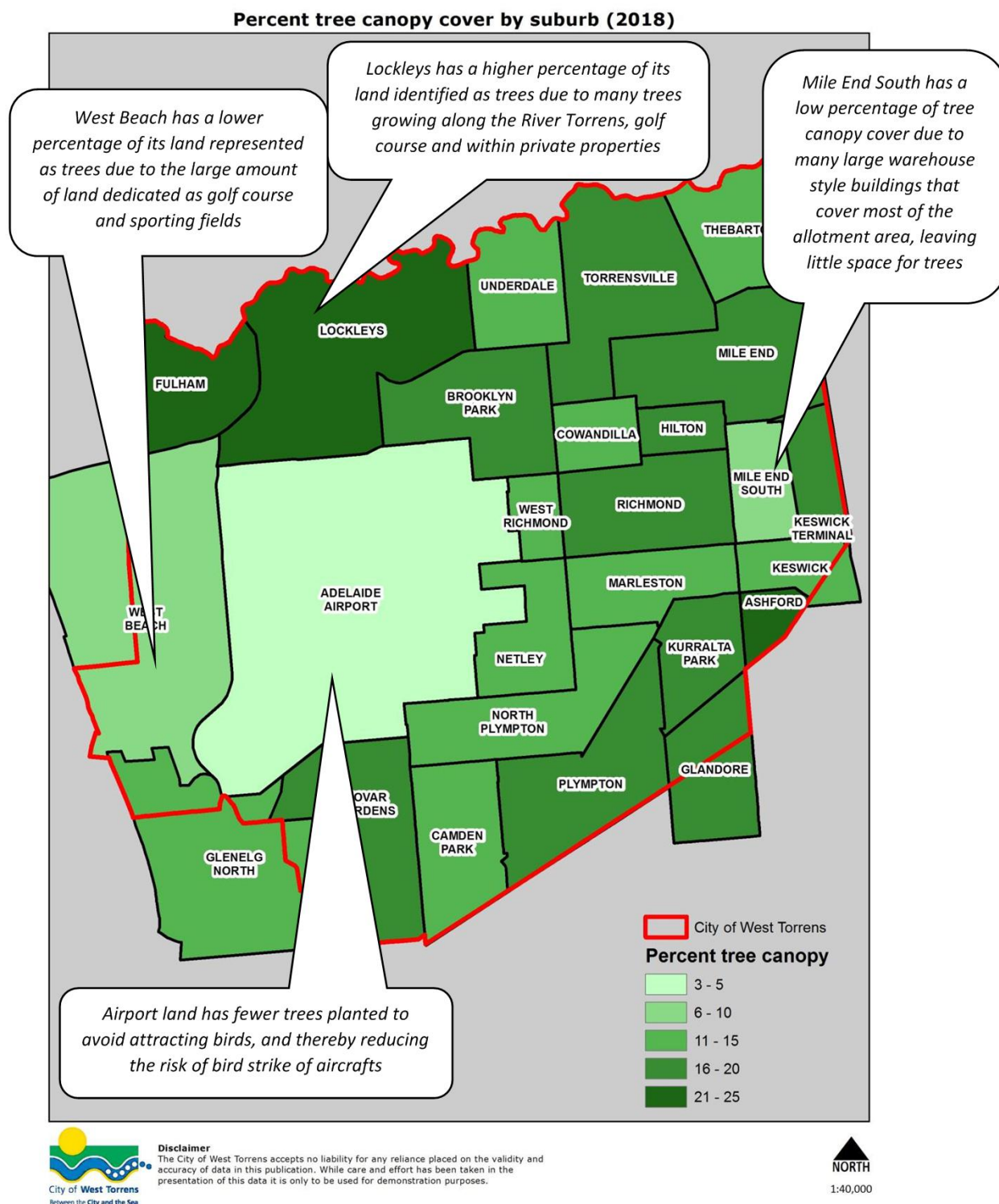


Percent grass/bare earth cover -

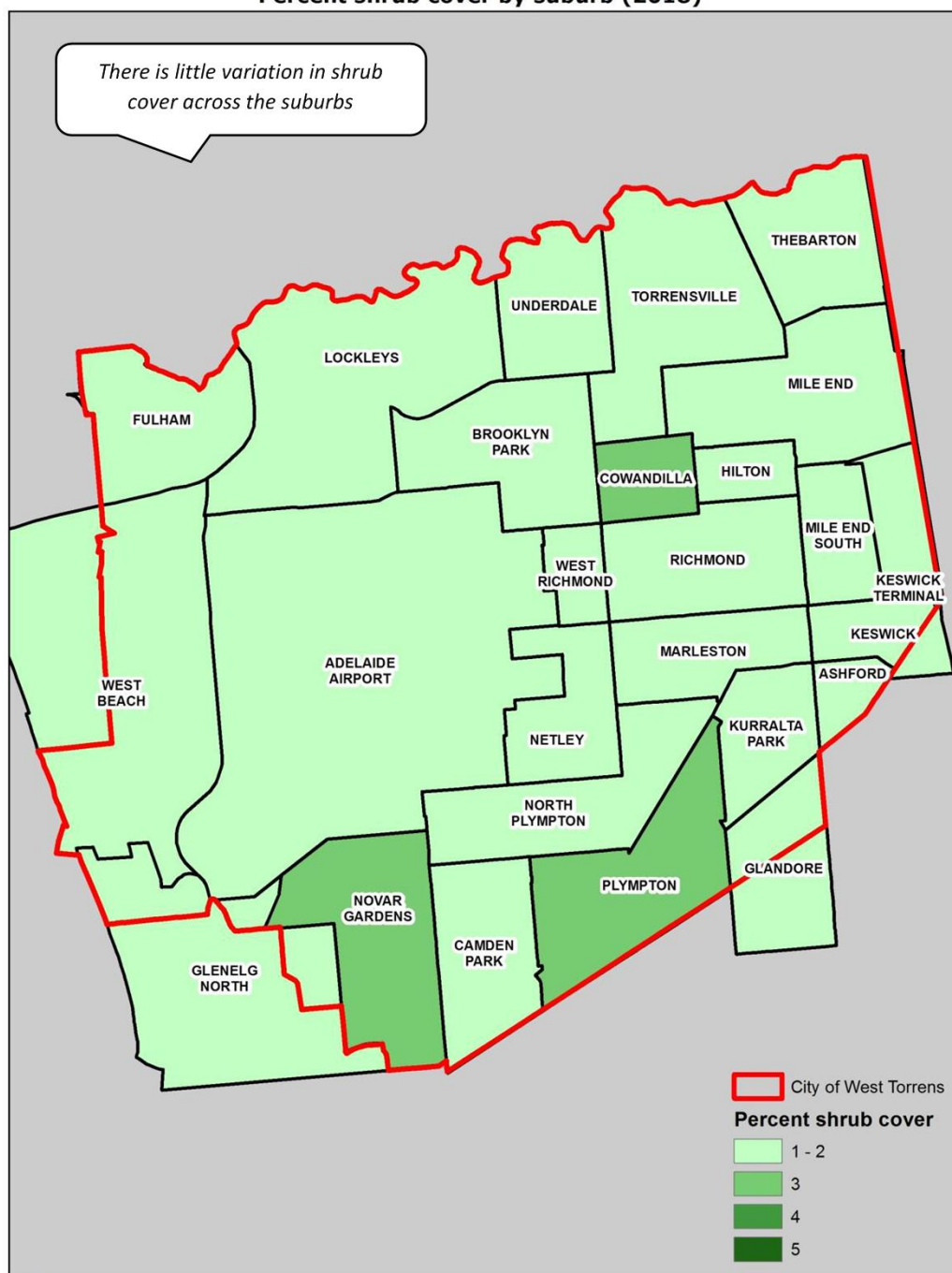


Percent hard surfaces/impervious cover -



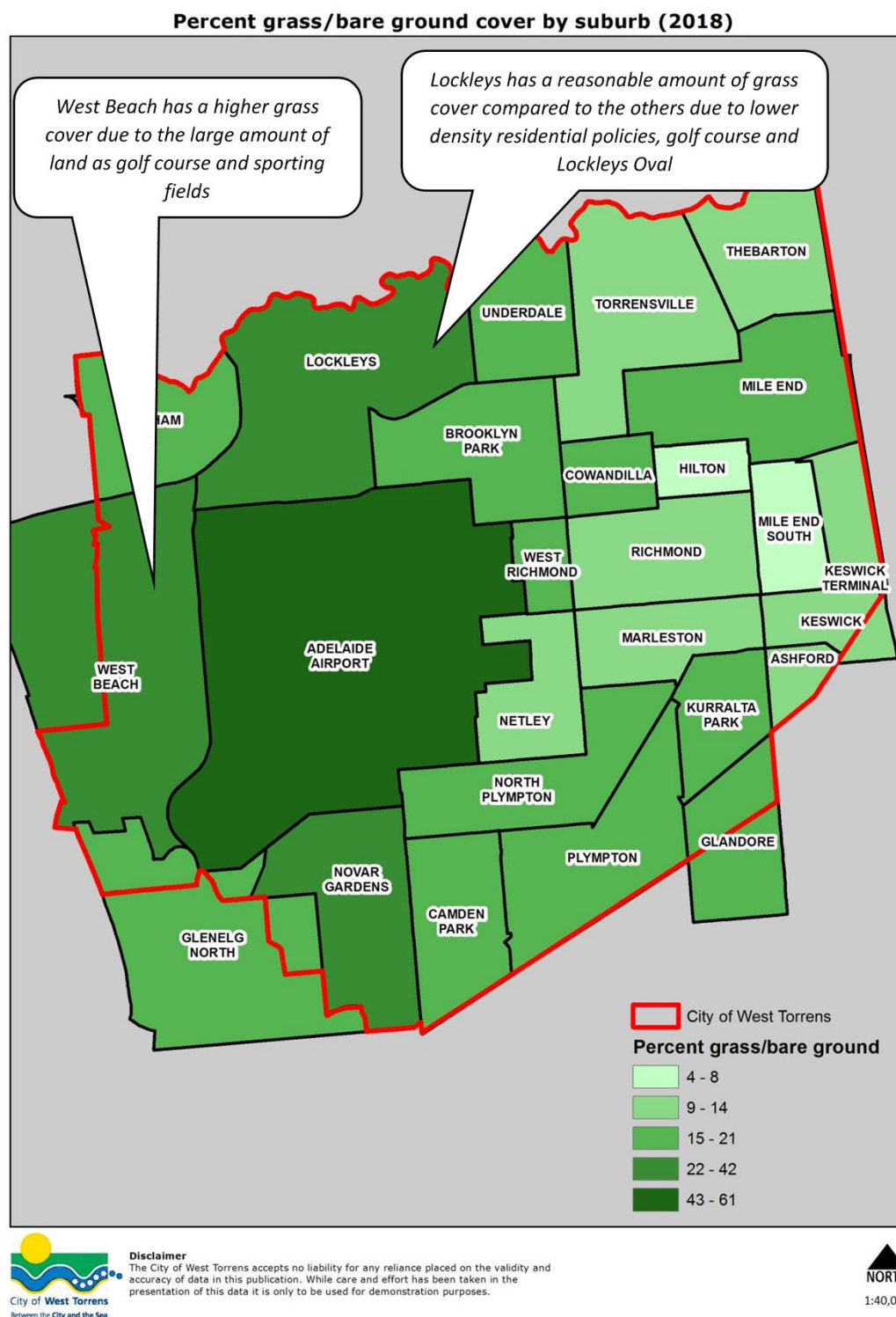


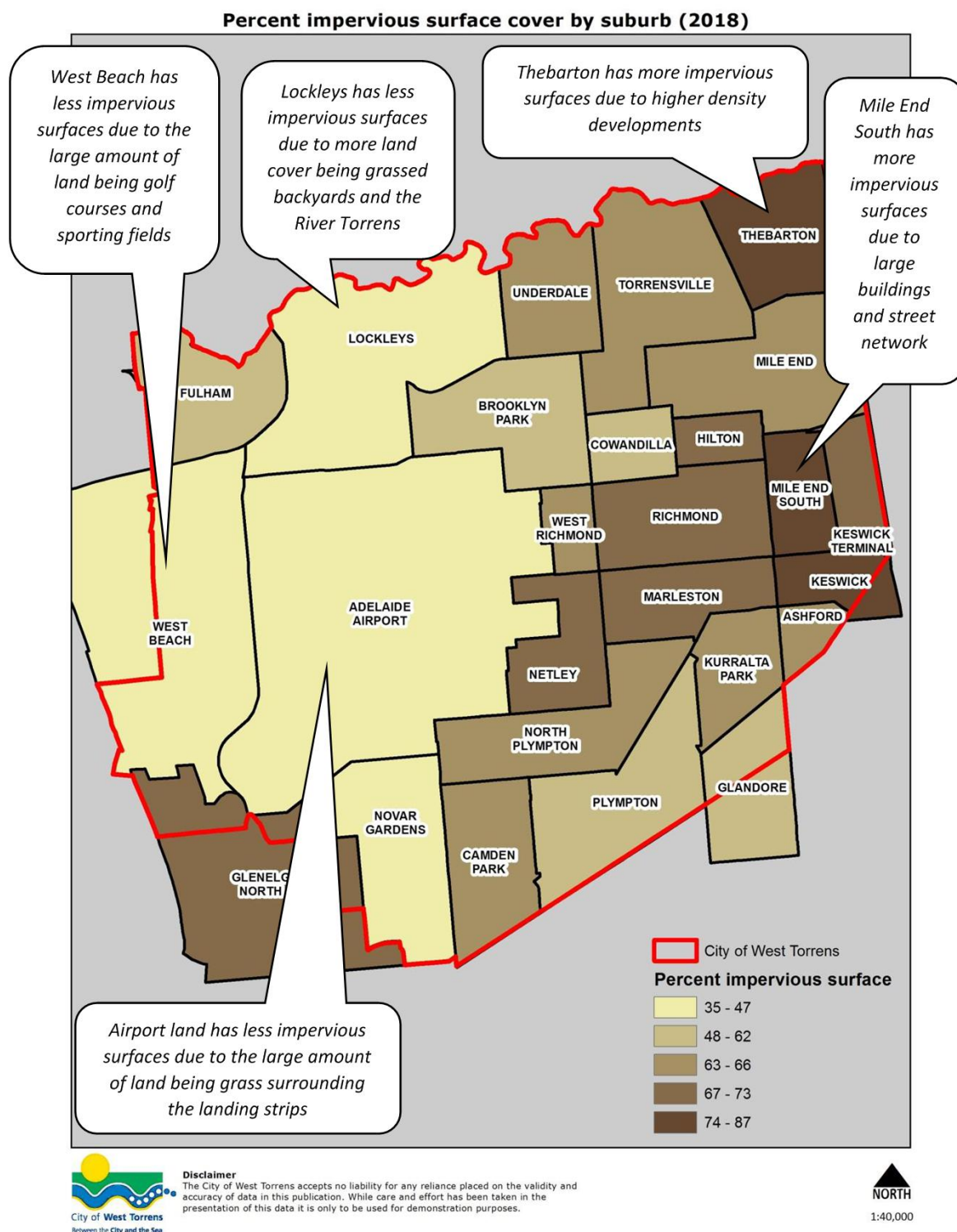
Percent shrub cover by suburb (2018)



Disclaimer
The City of West Torrens accepts no liability for any reliance placed on the validity and accuracy of data in this publication. While care and effort has been taken in the presentation of this data it is only to be used for demonstration purposes.

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6. Greening cover - Historical assessments

A historical assessment was undertaken for two sample suburbs - Kurralta Park and Torrensville, to compare land cover in the years 2008 and 2018. These suburbs were selected as they have undergone changes in land use and policy planning over time and therefore may provide insights into how these changes impact on trees and other forms of land cover.

The 2008 and 2018 assessments were undertaken using i-Tree Canopy's "change survey" function which enables the user to compare the land cover classifications at each location for each time period.

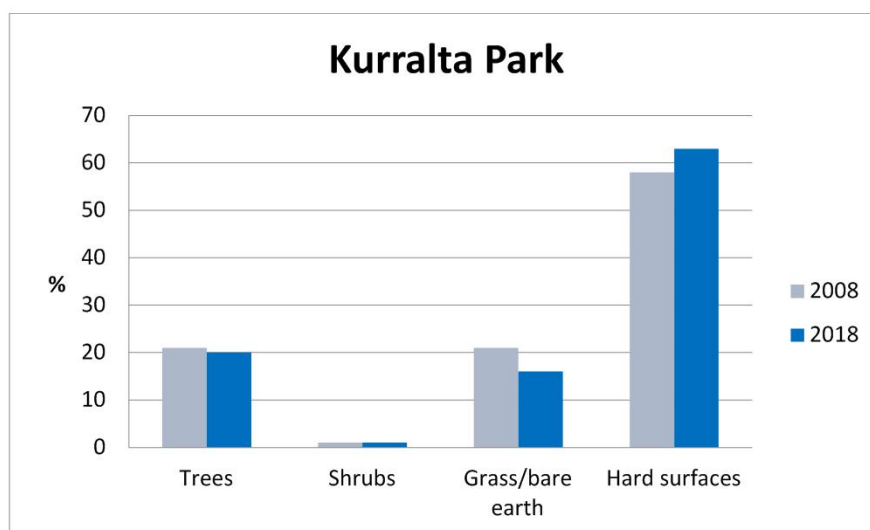
Kurralta Park

The following graphs indicate that the most significant changes that occurred in Kurralta Park from 2008 to 2018 was the loss of grass/bare earth and the increase in hard surfaces, such as buildings. These changes may be the outcome of increased urban infill developments.

Table showing land cover changes over time in Kurralta Park:

Land cover	Year: 2008	Year: 2018	Change
Trees	21%	20%	decrease by 1%
Shrubs	1%	1%	no change
Grass/bare earth	21%	16%	decrease by 5%
Hard surfaces	58%	63%	increase by 5%

Graph showing land cover changes over time in Kurralta Park:

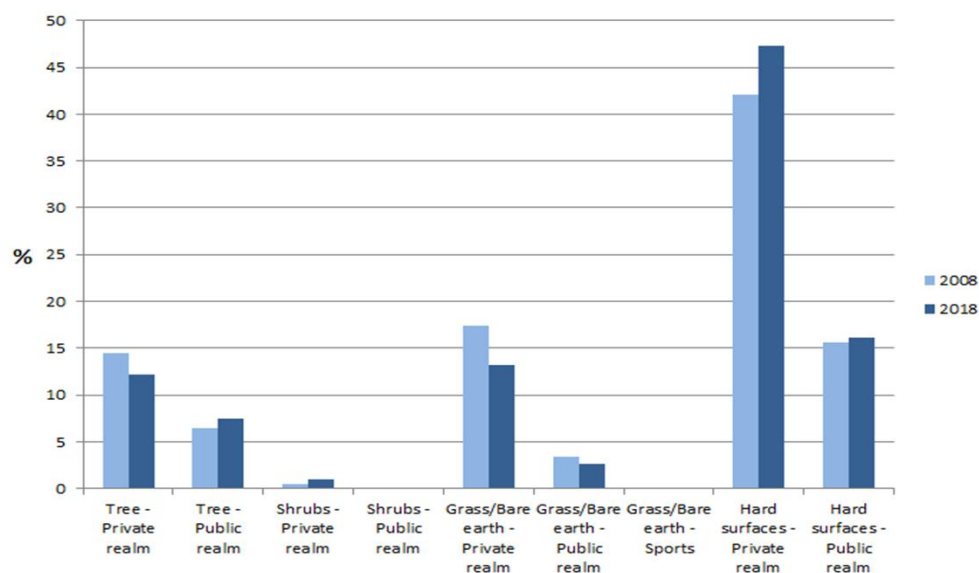


A more detailed analysis can provide an insight into where the changes are occurring, i.e. on private properties or on Council owned land (public realm).

The following table provides a more detailed breakdown of percent change in land cover from 2008 to 2018 in Kurralta Park:

Kurralta Park	2008 - 2018 % change	Outcome
Tree canopy		
Tree - Private realm	-2.3	Decrease in tree canopy
Tree - Public realm	1.04	Increase in tree canopy
Tree - Airport	0	No change
Shrubs		
Shrubs - Private realm	0.52	Increase in shrubs
Shrubs - Public realm	0	No change
Shrubs - Airport	0	No change
Grass/Bare earth		
Grass/Bare earth - Private realm	-4.2	Decrease in grass
Grass/Bare earth - Public realm	-0.78	Decrease in grass
Grass/Bare earth - Sports	0	No change
Grass/Bare earth - Airport	0	No change
Hard surfaces		
Hard surfaces - Private realm	5.2	Increase in hard surfaces
Hard surfaces - Public realm	0.5	Increase in hard surfaces
Hard surfaces - Airport	0	No change
Hard surfaces - Other	0	No change

Changes in extent of green cover and hard surfaces over time in the private realm and public realm - Kurralta Park:



The most significant change since 2008 in Kurralta Park is an increase in hard surfaces in the private realm. This seems to correlate closely with the loss of grassed areas over the same time period. The amount of grass/bare earth areas has reduced on both private and public land, which may be due to urban infill development replacing this land cover over time. Not only do dwellings occupy most of the allotment area with not much space for greening, there is often a loss of street trees due to more driveways being established. The percentage of trees has reduced in private properties since 2008, but there has been an increase in trees on Council land (however these changes are unlikely to be statistically significant).

During this time period the "Urban Corridor Zone" was introduced in Kurralta Park which allows for a mix of medium density and high density residential development, together with community and employment land uses, such as shops, restaurants and offices. This may have resulted in loss of trees in this area and the increase of hard surfaces. Also, changes to tree protection controls over time may have afforded less protection to trees and thus facilitated more tree removals.

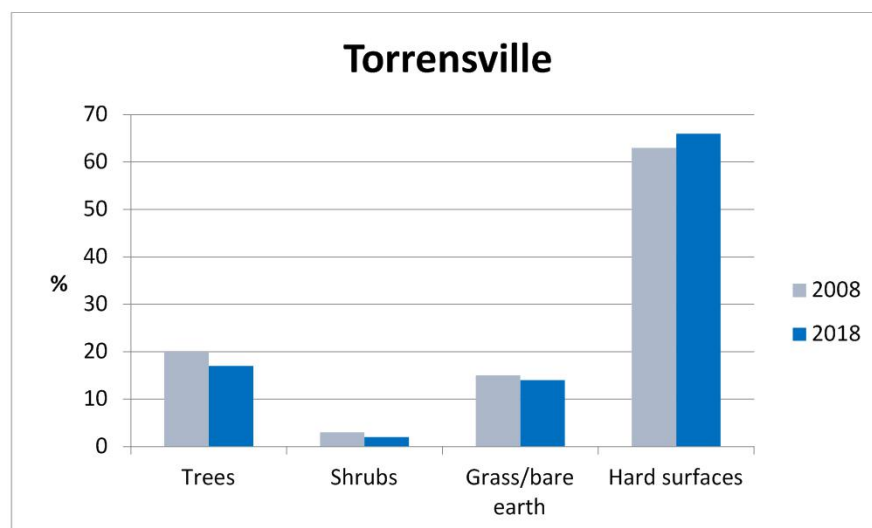
Torrensville

In Torrensville, there was limited change in land cover percentages since 2008. There was a slight loss of trees, shrubs and grass/bare earth and a slight increase in hard surfaces. These trends are in line with increased urban infill development.

Table showing land cover changes over time in Torrensville:

Land cover	Year: 2008	Year: 2018	Change
Trees	20%	17%	decrease by 3%
Shrubs	3%	2%	decrease by 1%
Grass/bare earth	15%	14%	decrease by 1%
Hard surfaces	63%	66%	increase by 3%

Graph showing land cover changes over time in Torrensville:



A more detailed analysis of changes in land cover over time on private land versus public land in Torrensville is provided in the following table.

Changes in land cover over time on private land versus public land in Torrensville:

Torrensville	2008 - 2018 % change	Outcome
Tree canopy		
Tree - Private realm	-2.33	Decrease in tree canopy
Tree - Public realm	-0.52	Decrease in tree canopy
Tree - Airport	0	No change
Shrubs		
Shrubs - Private realm	0	No change
Shrubs - Public realm	-0.26	Decrease in shrubs
Shrubs - Airport	0	No change
Grass/Bare earth		
Grass/Bare earth - Private realm	-0.8	Decrease in grass
Grass/Bare earth - Public realm	0.26	Increase in grass
Grass/Bare earth - Sports	0	No change
Grass/Bare earth - Airport	0	No change
Hard surfaces		
Hard surfaces - Private realm	3.1	Increase in hard surfaces
Hard surfaces - Public realm	0.5	Increase in hard surfaces
Hard surfaces - Airport	0	No change
Hard surfaces - Other	0	No change

Torrensville experienced some changes in land cover since 2008, but not to the same extent as experienced in Kurralta Park. The most significant change in Torrensville since 2008 was an increase in hard surfaces within the private realm. Tree canopy percentage appears to have reduced in both private properties and Council land since 2008, with a greater reduction experienced on private properties. These changes however may not be statistically significant. The loss of tree canopy and increase in hard surfaces in the private realm may be the result of infill development over this time period. There was no substantial change in the percentage of grass/bare earth areas in both the private and public realm.

During this time period, urban land use policy that encourages increased residential densities has been introduced, as well as a relaxation in tree protection requirements. These changes may have been major factors in hard surfaces replacing grassed areas and trees.

7. Opportunities for Greening

Changes in land cover

This study has shown changes in greening and hard surfaces in the suburbs of Kurralta Park and Torrensville. If these suburbs are representative of City-wide trends, then ongoing losses of greening, such as in backyards and along streets is likely to occur.

As urban infill development progresses there may be higher demand on Council's streetscapes and parks to meet the community's needs for open space and greening.

The tree canopy assessment undertaken in this study shows the current tree canopy for the City of West Torrens is approximately 14%. In order to achieve the State Government's 20% increase in canopy cover target, an additional 2.8% of canopy is required.

Given the trend in tree loss and urban development, it may be a challenge for Council to achieve the State Government tree canopy aspirations unless a focused effort to increase tree plantings and tree protection is established. It will also be a challenge for Council to build community resilience to climate change, to cool urban heat, and to maintain healthy and connected communities.

Consequences of losing green cover

Trees, shrubs and grass help cool urban areas by providing shade and creating a cool micro-climate. The loss of these greening elements and the cooling benefits they provide can result in the build-up of urban heat which can make communities more vulnerable to the effects of hot weather.

Other consequences of losing trees, shrubs, and grassed areas are wide-ranging, such as:

- Loss of shading and cooling which may result in the use of more air conditioning and power usage which can be very expensive and releases more carbon and heat to the atmosphere.
- Loss of shading reducing walkability, cycling which leads to reduced activity with poor public health outcomes.
- Higher air temperatures which can increase the mortality rate for vulnerable people and affect the community's overall liveability, particularly during heatwaves.
- A detrimental effect on air quality and the local amenity due to dust and other air pollutants no longer being removed.
- Soil erosion, particularly along waterways, leading to detrimental impacts on aquatic life.
- Loss of wildlife habitat, thereby affecting local biodiversity.
- A reduced 'sense of place', and hence negatively impacting on the local identity of neighbourhoods
- Fewer opportunities for people to connect with each other and to nature, resulting in reduced quality of life and wellbeing.
- Lower property values and economic activity. This may result in households having reduced access to finance.
- Reduced shopping visitation and thereby reducing local economic activity.

Future opportunities

The loss of greening has implications for long-term health, economic prosperity, and resilience of the City and its community. Mitigating the loss of greening will require greening actions on both public and privately owned land.

The breakdown of land cover classifications used in this study is useful in identifying opportunities for additional planting, particularly for tree planting, as described below.

Council owned land (public realm)

The City of West Torrens is responsible for the care of public spaces, known as the public realm, for the benefit of the community. Council therefore has greater opportunity to increase greening in streets, parks and other areas owned or cared for by Council.

Areas classified as "grass/bare earth" in the public realm include parks, reserves, road reserves, and areas not used for active sporting purposes. These areas provide the best opportunity for more trees to be planted because Council has a more direct influence on these areas and they are not necessarily performing a function that would preclude trees.

Opportunities to increase plantings on council owned land are mostly in parks and streets, such as:

- Planting more trees where there are gaps in the streetscape
- Modifying (narrowing) streets to include more plantings in the verge
- Use Council's urban heat maps to prioritise plantings in Council's parks and playgrounds
- Identify parcels of land that may be suitable for tree plantings (such as drainage lands, cul de sacs adjacent Keswick Creek)
- Add more greening along cycling and walking routes
- Add greening to places of economic activity, which in turn can help increase community connectivity
- Install green walls and other green infrastructure
- Identify opportunities to expand Council's open space system, such as through property acquisition

Opportunities such as these should be explored more fully, such as through the preparation of a detailed greening action plan. In addition, the assessment of land cover could be repeated in the future to determine if the amount of greening has increased as a result of these actions.

Privately owned land (private realm)

Areas classified as "grass/bare earth" in the private realm may provide planting opportunities, such as in private properties/yards, school grounds, unsealed car parks, and in the 'rough' of golf courses.

Areas such as hard surfaces, sports grounds, trees and shrubs, golf courses (except the 'rough'), and airport land are not considered as potential areas for plantings due to a range of factors such as the permanent and impervious nature of hard surfaces, the land may already be dedicated to active sport purposes, there is existing greening in place, and the close proximity to the airport.

Council has a limited role in influencing green cover on privately owned land so it may need to advocate through the State Government planning mechanisms, such as the Planning and Design Code, for greater protection of existing trees, as well as increasing the amount of land dedicated for

trees and other greening on private land. Council-led programs to raise community awareness about the benefits of greening may help reduce the loss of greening. In addition, Council could consider offering incentives to the community to retain and maintain trees on private properties.

11.3 Urban Services Activities Report

Brief

To provide 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.

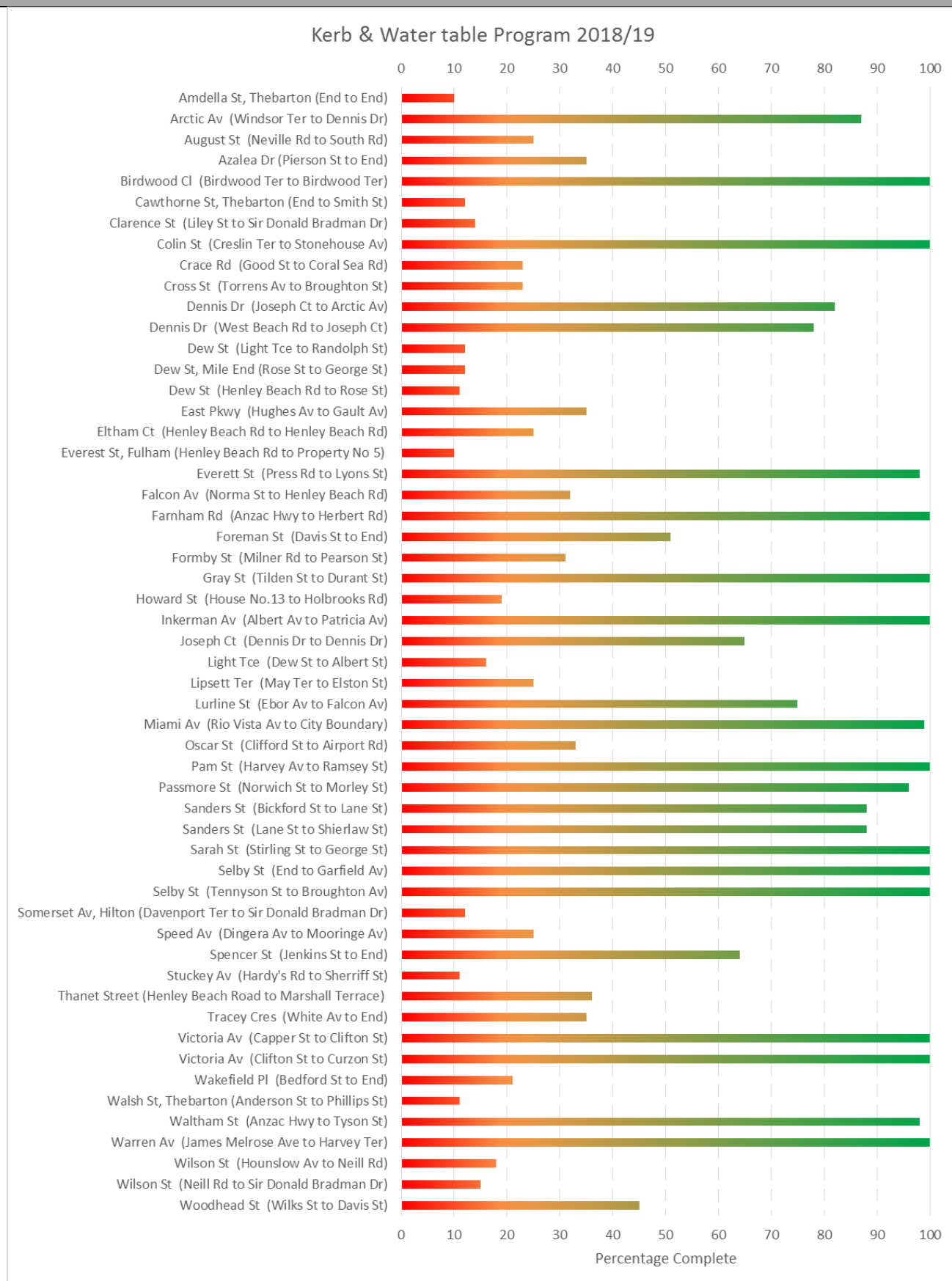
Special Project Work

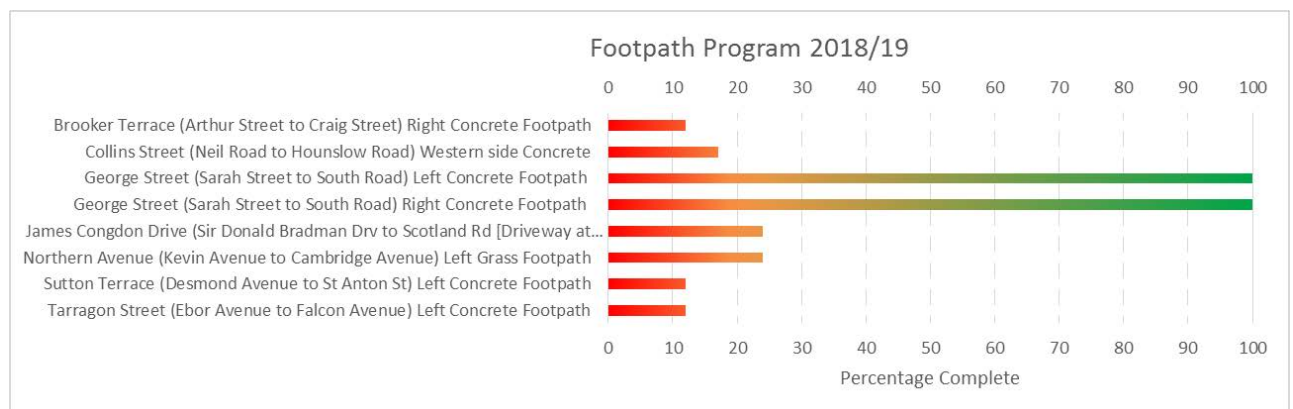
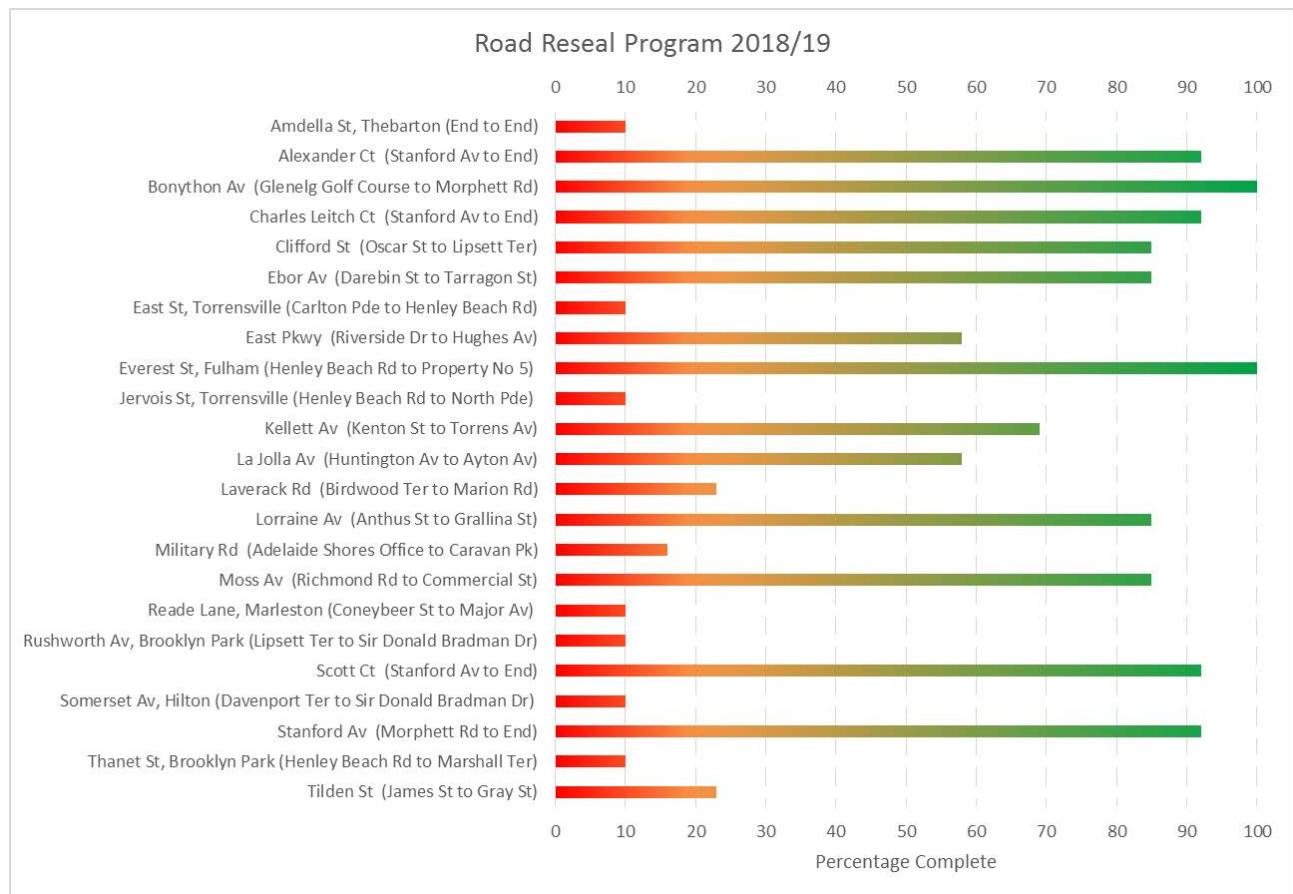
New Drainage System - Lockleys Catchment Henley Beach Road Crossings - Stage 5B Clyde Ave, Arcoona Ave, Franciscan Ave, Noble Ave, Torrens Ave, Kent Terrace and Elba Ave.	Construction works are underway and are scheduled to be complete by mid-April 2019.
Rutland Avenue, Lockleys secondary drainage upgrade	Detailed design is near completion for the upgrade of the surface stormwater drainage including the upgrade of rubber road humps to block paving plateaus. Tendering and pricing for these works is currently underway.
Brown Hill and Keswick Creek Maintenance	Design documentation is complete and works are scheduled to commence early March 2019.
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. Cost estimates for the construction of these projects have been undertaken and are to be included within 2019/20 budget considerations. Initial contact is being made with the Brown Hill and Keswick Creek Project in relation to their project contribution towards these upgrades.
Shannon Avenue, Glenelg North, Stormwater Pump Station - Upgrade	The project to refurbish and upgrade the Shannon Avenue stormwater pump station has been awarded and onsite works are expected to commence in late April / early May 2019, due to timeframes with supply/delivery of pump componentry and the back-up power supply for the project.
Westside Bikeway, (Pedestrian Path Lighting Project)	The design works and procurement process are continuing for the 2018/2019 staged program of works - along the Bikeway at Long Street, Birdwood Tce and Osborn Tce, Plympton. The staged site works are expected to commence late April and continue through to June 2019.

River Torrens Bank Repair Works - SA Water	<p>For the Azalea Drive site, Council's contractors' have been engaged to undertake the necessary repair works of fencing and pathways. These works are programmed to be complete with the pathway to be reopened in mid-March 2019.</p> <p>Works by SA Water contractors are continuing, on schedule, at the Murray Street, Thebarton site.</p> <p>Advance works have commenced by SA Water Contractors at the Hardys Road site. This is the largest and most complicated of the projects being undertaken within our Council area, and will include the construction of an approximate 100m curved length of new rock filled gabion basket wall, to a height of around 7m, on the southern bank of the main river channel.</p> <p>As part of these works, it is required that 8 River Red Gum trees of various sizes be removed from the southern bank. Native Vegetation Act approval has been received by SA Water for the removal of these trees (A separate Council or Development Assessment approval is not required), due to many of these trees conflicting with the proposed works or currently have roots significantly exposed with a risk of failure from any further soil erosion or excavation from these new works.</p> <p>Some further tree removal of smaller and non-native trees may be required as the project continues, with site based judgements being made on these as the project continues.</p> <p>SA Water indicates that every effort has been made to try and retain trees within the project scope with decision making being made with the input of engaged arborist reports.</p> <p>The major part of the material and machinery access for this project is currently anticipated to occur from the City of Charles Sturt site of the river, and as such, it is anticipated that for the most part, the impacts to the West Torrens community, within proximity of the works, will be minimal.</p> <p>It is anticipated, by SA Water, that these works will be complete by the end of June 2019.</p>
Mortimer Street	<p>The detail design for the upgrade of the section of Mortimer Street, including verge and footpath upgrades are complete and works commenced in late February 2019.</p> <p>The Administration has proposed that this project be adopted for major sustainability advancement in particular for the road pavement reconstruction works. Further information is to be provided to Elected Member once finalised.</p>
Admella Street, Thebarton (George street to Chapel St)	Detail design and documentation is near completion.

Capital Works

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"> – Saratoga Drive, Novar Gardens (Sheoak Ave to Pine Ave) – Broughton Ave, Kurralta Park (Tennyson to Beauchamp St) – Stephens Ave, Torrensville (End to Ashley St) – McArthur Ave, Plympton (Urrbrae Tce to Glenburnie Tce) <p>The following road reconstructions are currently underway:</p> <ul style="list-style-type: none"> – Phillips Street, Thebarton – West Beach Road, West Beach – Delray St, Fulham (Gault Ave to Crispian St) – Ashwin Pde, Torrensville (City Boundary to East St) – Mortimer Street, Kurralta Park (Daly St to Gray St) – Durant St, Plympton (Gray St to James St) <p>Tendering is complete and construction works are being programmed for the following:</p> <ul style="list-style-type: none"> – Wilford Ave, Underdale (Sherriff St to Hardys Rd) – Mackirdy St, Fulham (Henley Beach Rd to Samuel St) – Norman St, Underdale (Sherriff St to Holbrooks Rd) – Sherriff St, Underdale (Norman St to Henley Beach Rd) – Ashley St, Underdale (Sheriff St to Holbrooks Rd)
Road Reseal / Rejuvenation Program 2018/19	<p>The asphalt reseal contract has been awarded and works are underway.</p>

Capital Works (continued)



Capital Works (continued)

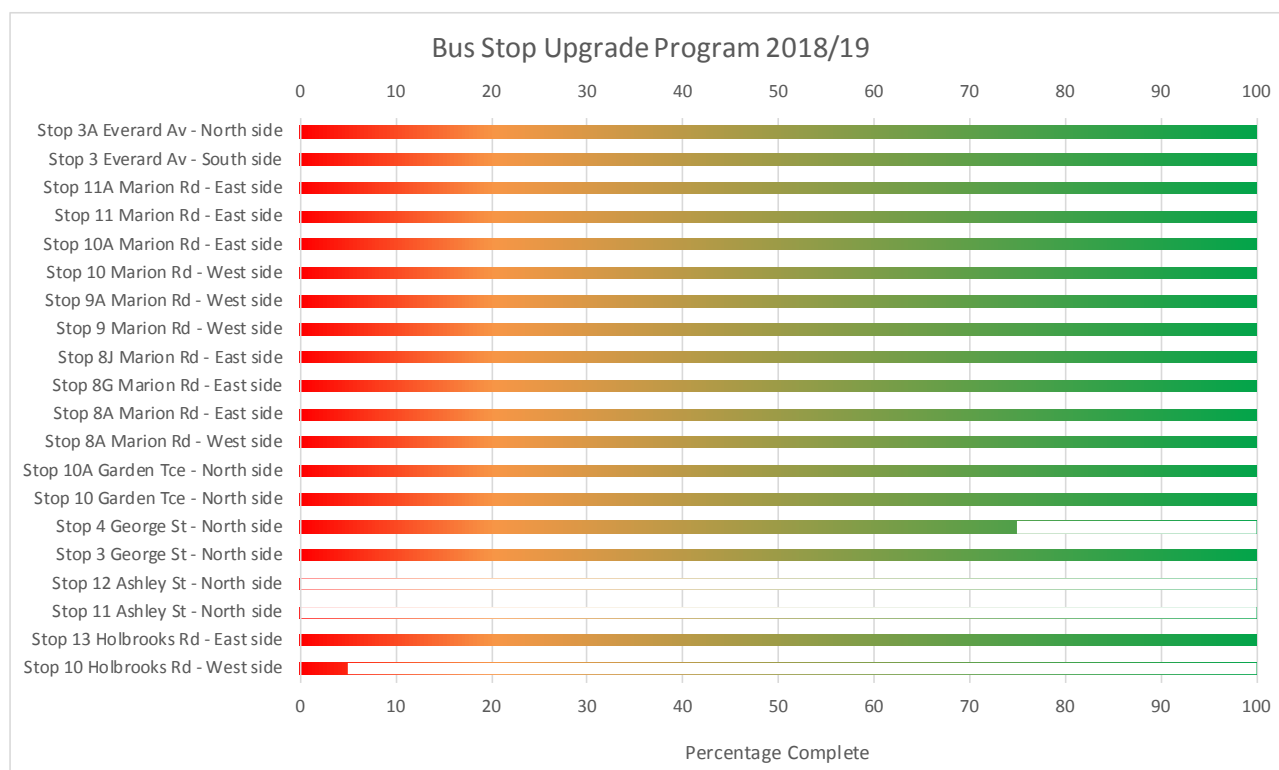
Playground Upgrade 2018/2019	<p>The following is an update on the 2018/2019 replacement program for playgrounds at:</p> <ul style="list-style-type: none"> • Montreal Avenue Reserve, Novar Gardens - Works are complete • Cromer Street Reserve, Camden Park - Consultation feedback received from playground users is being reviewed with the procurement process continuing for the replacement of the playground • Mellor Park Reserve, Lockleys - Consultation with playground users commenced in February 2019 with the project to be implemented as part of the Reserve Upgrade later this year. • Apex Park Reserve, West Beach (additional equipment/expansion) - Project is included as part of the Apex Park Redevelopment.
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"> • Westside Bikeway, Marleston / Plympton, (staged project, selected areas within the linear park) - Staged works are currently underway along Birdwood Tce, Plympton • Lockleys Oval and surrounds, Lockleys - Project is included as part of the Lockleys Oval Redevelopment. • Cromer Street Reserve, Camden Park - Project is to be completed upon completion of the playground upgrade. • Stirling Street Reserve, Thebarton - Project is included as part of the road works package.

Traffic Projects and Parking Management

Torrensville/Thebarton LATM	<p>The detailed design is near complete for Ashley Street (between Holbrooks Road and Hayward Avenue), which includes the removal of the roundabout at Ashley Street and Sherriff Street.</p> <p>A concept plan for the traffic calming treatment at Hayward Avenue/Ashley Street, located west of West Street, by the Torrensville Primary School (including the removal of the "bus only" control) has been developed and consultation is scheduled to be undertaken in March 2019.</p> <p>A concept plan has been developed for traffic calming in Maria Street. Consultation has commenced with all properties fronting Maria Street and closes on 1 March 2019.</p>
Novar Gardens/Camden Park LATM	<p>The stage 2 consultation process closed on 14 December 2018.</p> <p>Feedback results are being analysed by the Traffic Services team to determine the appropriate changes of the proposed plan and list of traffic calming devices.</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. Preliminary analysis of the feedback has been undertaken and some key issues have been identified.</p>
Marleston / 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 have provided traffic data for some of the key traffic count locations identified which adjoin Council and State roads.</p>
Traffic and Parking Review	<p>Parking Review:</p> <ul style="list-style-type: none"> • Williams Street, Plympton - Concept plan has been prepared for parking restrictions and is to be reviewed with consideration in addressing the issue of narrow streets strategically. • Deacon Avenue, Richmond - Parking surveys to be completed to determine the warrant for parking controls. • Stephens Terrace, Torrensville - The option of angled parking is being investigated with consideration for on-street parking availability and heavy vehicle movements • Light Terrace and Smith Street, Thebarton - Review of existing parking restrictions underway. • Bice Street, Marleston - Parking surveys to be completed in coming weeks to determine the warrant for parking controls. <p>Traffic Requests:</p> <ul style="list-style-type: none"> • Frank Street and Airport Road, Brooklyn Park - DPTI advises that they lack funding to deliver the works. Council is to pursue cost sharing. • Douglas Street, Lockleys - Concept for traffic and parking control complete. Consultation closed on 8 February 2019. Feedback reviewed and resolution to be determined. • Lancaster Street, Lockleys - Consultation for pavement bar medians to be posted to residents in coming weeks. • Lindsay Street, Plympton - Consultation for pavement bar medians to be posted to residents in coming weeks. • Tilden Street, Kurralta Park - Consultation for pavement bar medians posted to residents with consultation to close on 8 March 2019. • Traffic counts requested for (1) Light Terrace, Thebarton, (2) Kinkaid Avenue, North Plympton, (3) Gardner Street, Plympton and (4) Glengyle Tce, Plympton - To investigate traffic issues. <p>VMS Board:</p> <ul style="list-style-type: none"> • VMS Board moved to Brooker Tce with the next move scheduled for Long Street, Plympton and Ritchie Terrace, Marleston.

Traffic Projects and Parking Management (*continued*)



Traffic Projects and Parking Management (*continued*)

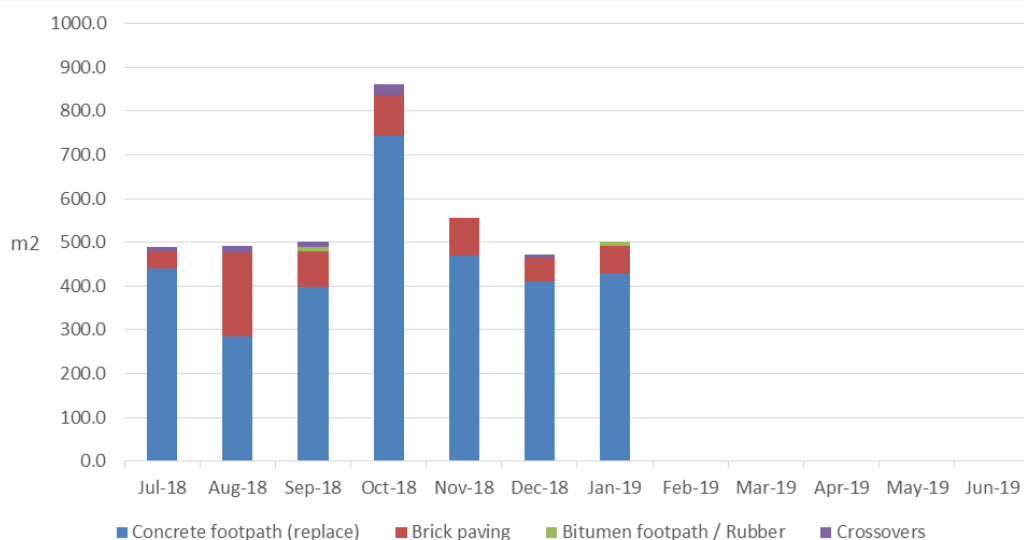
<p>Blackspot project - Albert Street/George Street</p>	<p>Council has been notified that the proposed threshold treatment for the Albert Street/George Street intersection has been successful for funding approval by DPTI under the 2018/19 Blackspot Program.</p> <p>Council has re-developed the concept 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 material has been provided to Elected Members' and will be posted to ratepayers in the coming weeks.</p>
<p>Pine Avenue-Wongala Roundabout Safety Issues</p>	<p>Consultation has been completed for the relocation of Bus Stop 20 on Pine Ave, Novar Gardens. Based on the feedback received, Bus Stop 20 will not be relocated for an additional traffic island to be installed.</p> <p>A new concept has been developed by Council for an additional traffic island to be installed at this location that will not impact the existing bus stop. This consultation process closed on 15 February 2019.</p>

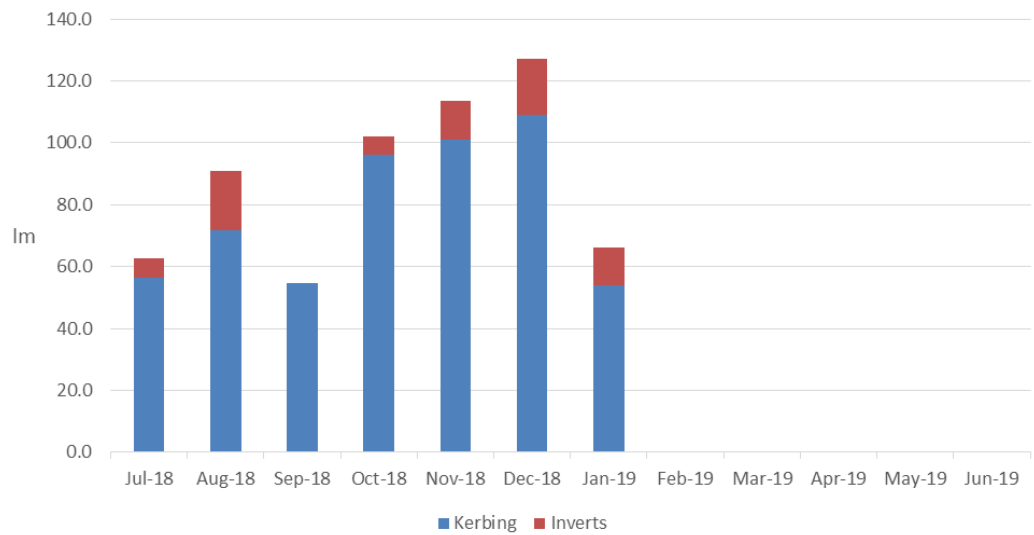
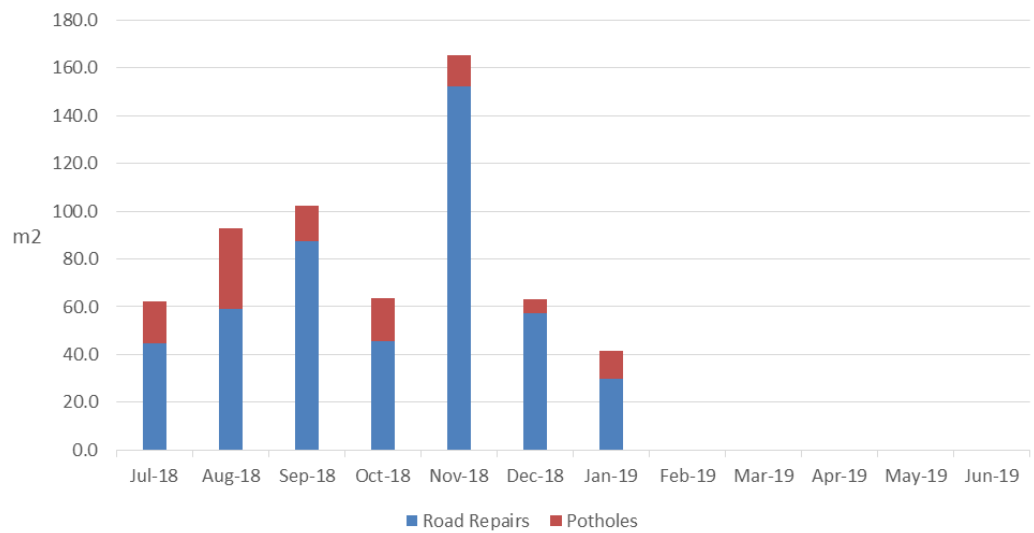
Property and Facilities	
Weigall Oval Masterplan and Facility Development	<p>The Council Assessment Panel provided planning approval for the development at its meeting of 22 January 2019.</p> <p>The procurement process has commenced with tender submission to close mid-March 2019. Following an evaluation process, a successful contractor will be appointed. A further update will be provided at the City Facilities and Waste Recovery General Committee to be held on 26 March 2019.</p> <p>The Administration has also surveyed residents and users of the complex in regard to traffic management matters in the surrounding streets and will report these findings to a future meeting of Council and/or the City Facilities and Waste Recovery General Committee.</p>
Lockleys Oval Masterplan and Facility Development	<p>The Lockleys Oval upgrade continues to progress. Preparatory construction works are currently occurring and it is anticipated that the footings for the new shared clubroom building will be undertaken in early March 2019.</p> <p>The second phase of the upgrade is currently undergoing development assessment. The Statutory Category 3 public notification for the upgrade (tennis courts, lighting and car parking) occurred in January and will be considered by a future meeting of the Council Assessment Panel.</p> <p>The Administration is currently supporting the winter clubs in preparing for the upcoming season, with the installation of temporary facilities such as change rooms and scoreboards whilst the upgrade continues.</p> <p>It is anticipated that the staged upgrade to Lockleys Oval will be completed in late 2019.</p>
Apex Park Masterplan and Facility Development	<p>Site works are continuing for the construction of the new building, horse arena and associate facilities within the reserve.</p> <p>It is anticipated that the upgrade of the reserve will be completed by mid-2019 and discussions will commence with stakeholders regarding lease/licence arrangements in the next month.</p>
Camden Oval Masterplan and Facility Development	<p>The site works for the building and construction projects for the new football clubrooms and soccer change rooms continue to progress and the clubs affected by the upgrade continue to be updated.</p> <p>It is anticipated that the building and construction projects will be completed by mid-2019.</p> <p>Recreation and landscape upgrades including court resurfacing and oval turf upgrades, will follow the completion of the building and construction project. It is proposed for these works to be undertaken during 2019/2020 with works to commence upon the completion of the football season.</p>

Cummins House	<p>The lease for Cummins House is currently operating under a "holding over" arrangement to enable negotiations between the parties and allow an offer to be presented by the Department for Environment and Water (DEW) to Council.</p> <p>Following a meeting with representatives from DEW, the Administration awaits an options paper or similar to be presented for consideration at the City Facilities and Waste Recovery General Committee to be held 26 March 2019.</p>
Torrensvile Bowling Club	<p>Site works for the new synthetic bowling green and covered structure are continuing with expected completion by mid-2019.</p>
Hilton RSL - potential relocation	<p>Members' of the Hilton RSL Committee, consultants and the Administration have met to progress the scoping of two options for the relocation of the Hilton RSL Sub-branch to 173 Sir Donald Bradman Drive.</p> <p>The concept plans and high level costings for the two options will be presented to the City Facilities and Waste Recovery General Committee to be held on 26 March 2019.</p>
Peake Gardens Riverside Tennis Club	<p>Grant funding is currently being sought to assist with costs associated with the redevelopment including replacement of the existing clubrooms, car parking etc.</p> <p>The Development Application is currently being assessed.</p>
Badminton SA, WA Satterley Hall Lockleys Oval	<p>Lease documentation noting the amendment, as detailed and approved at Councils' meeting of 15 January 2019 (to vary/widen the scope of operation of the disturbance clause), has been provided to the Club for execution by its officers'.</p>

City Operations

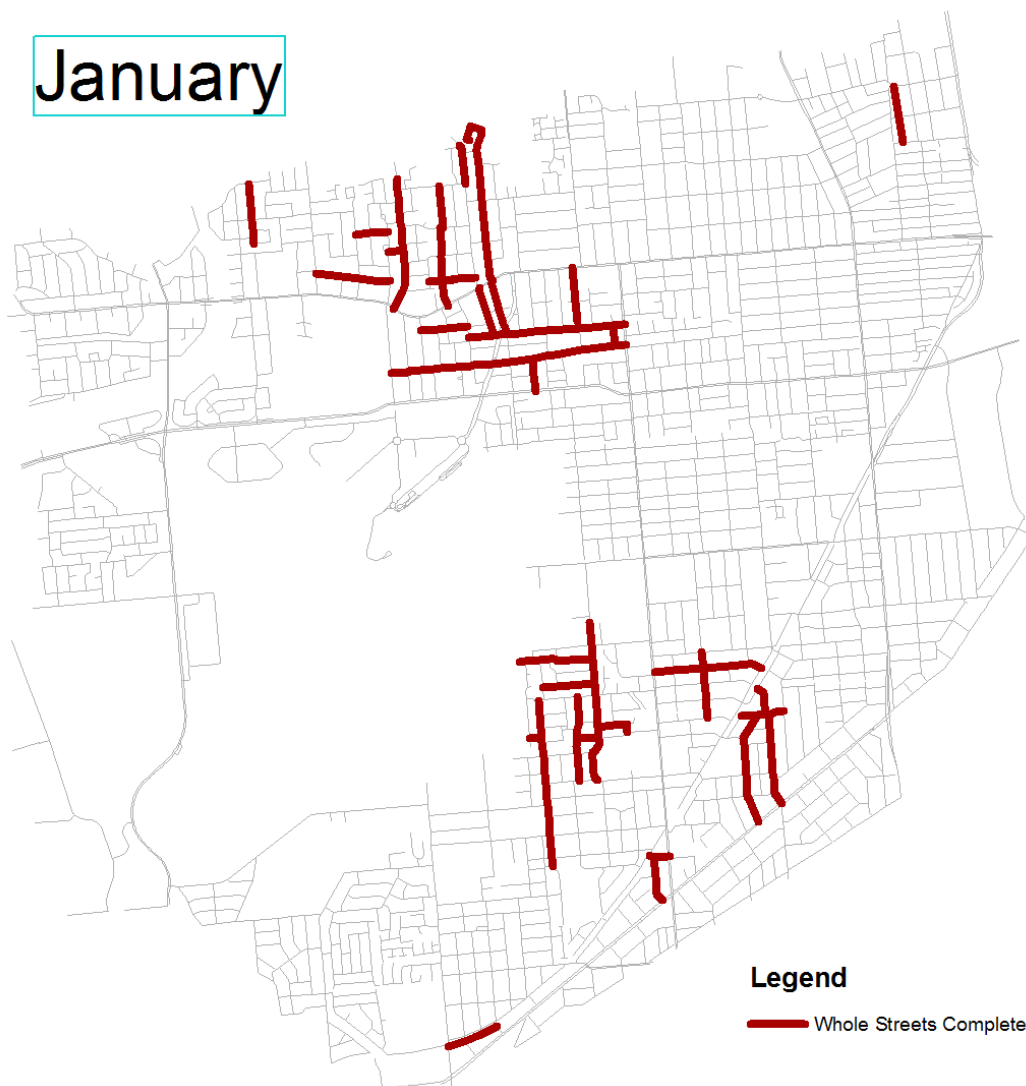
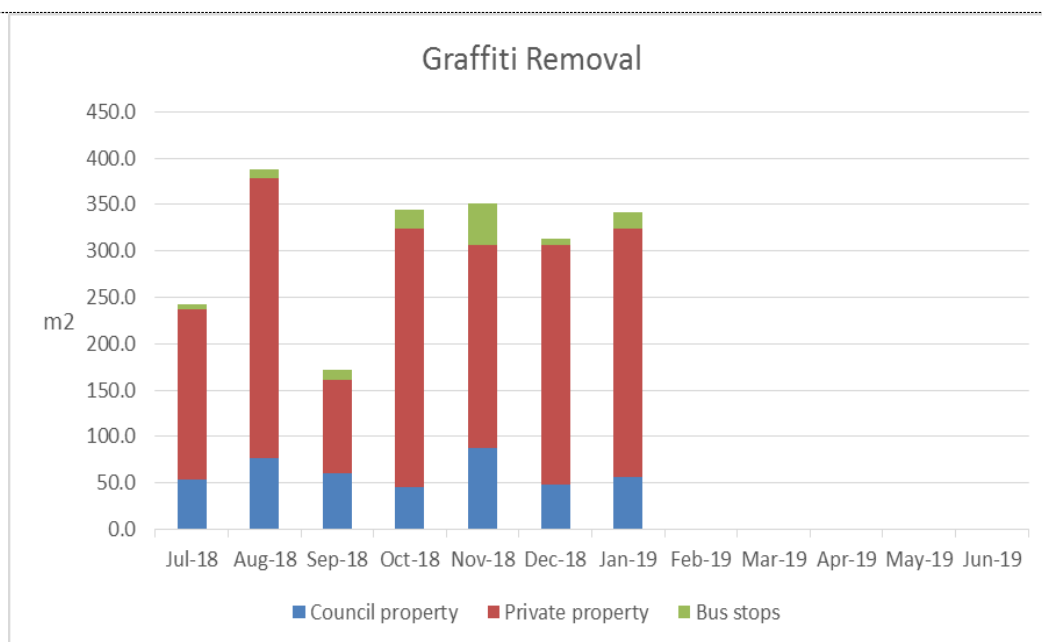
Footpath Reinstatement



**Kerb &
Watertable /
Invert
Reinstatement****Road Repair
and Potholes**

Footpath
Grinding
Program

January

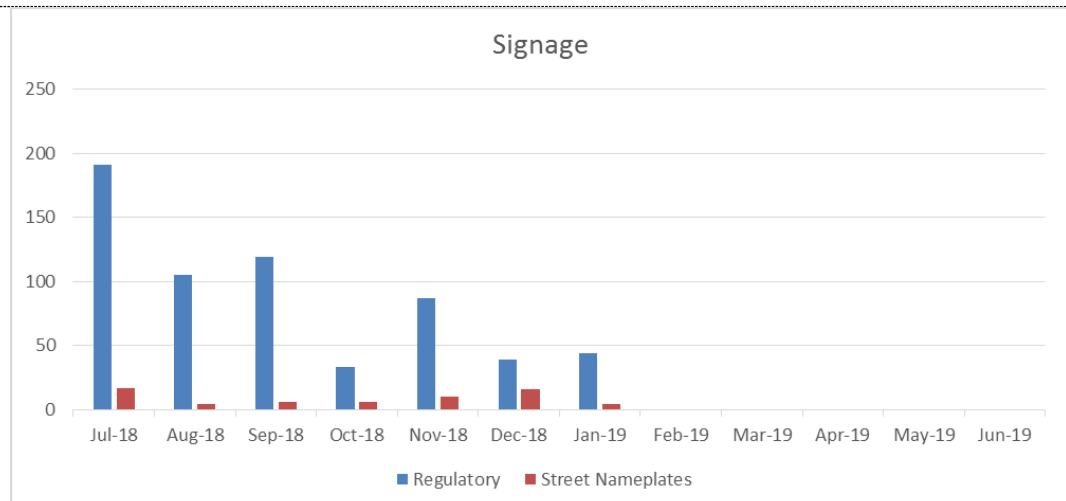
Graffiti
Removal

January

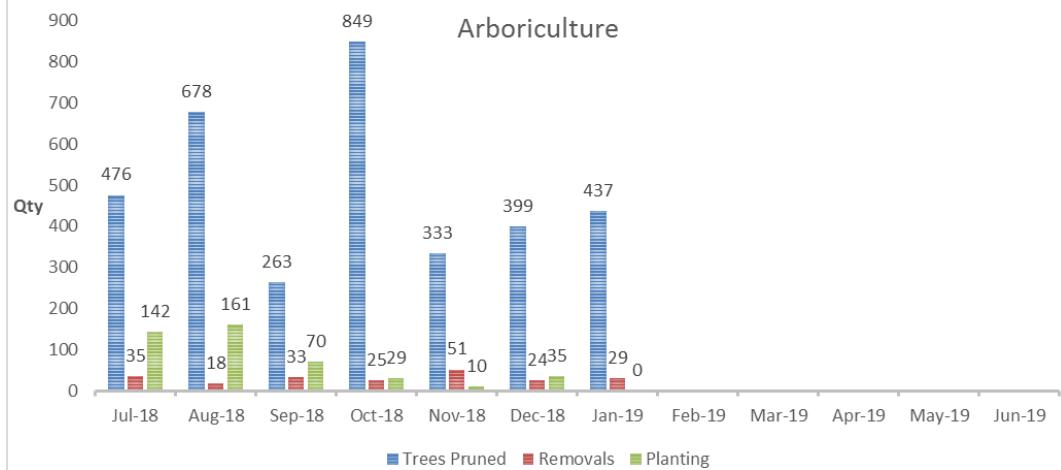
Line Marking



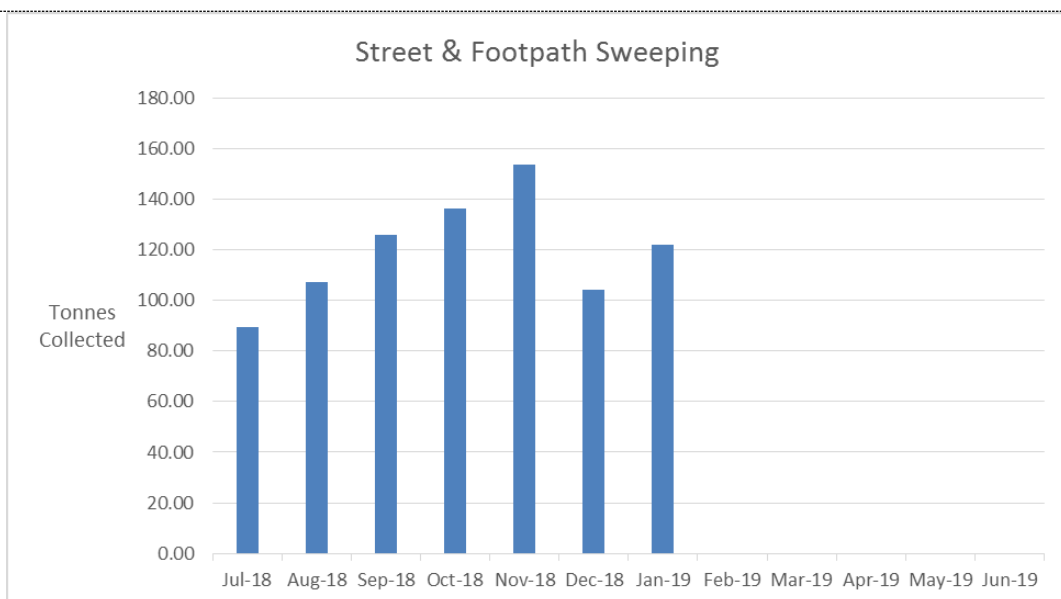
Signage



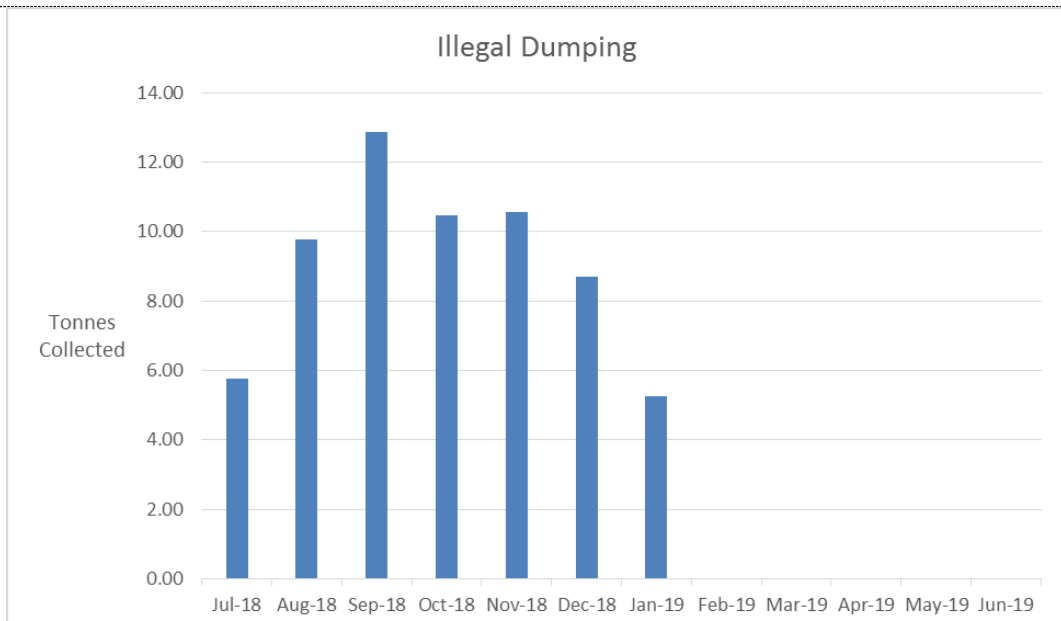
Arboriculture



Street Sweeper

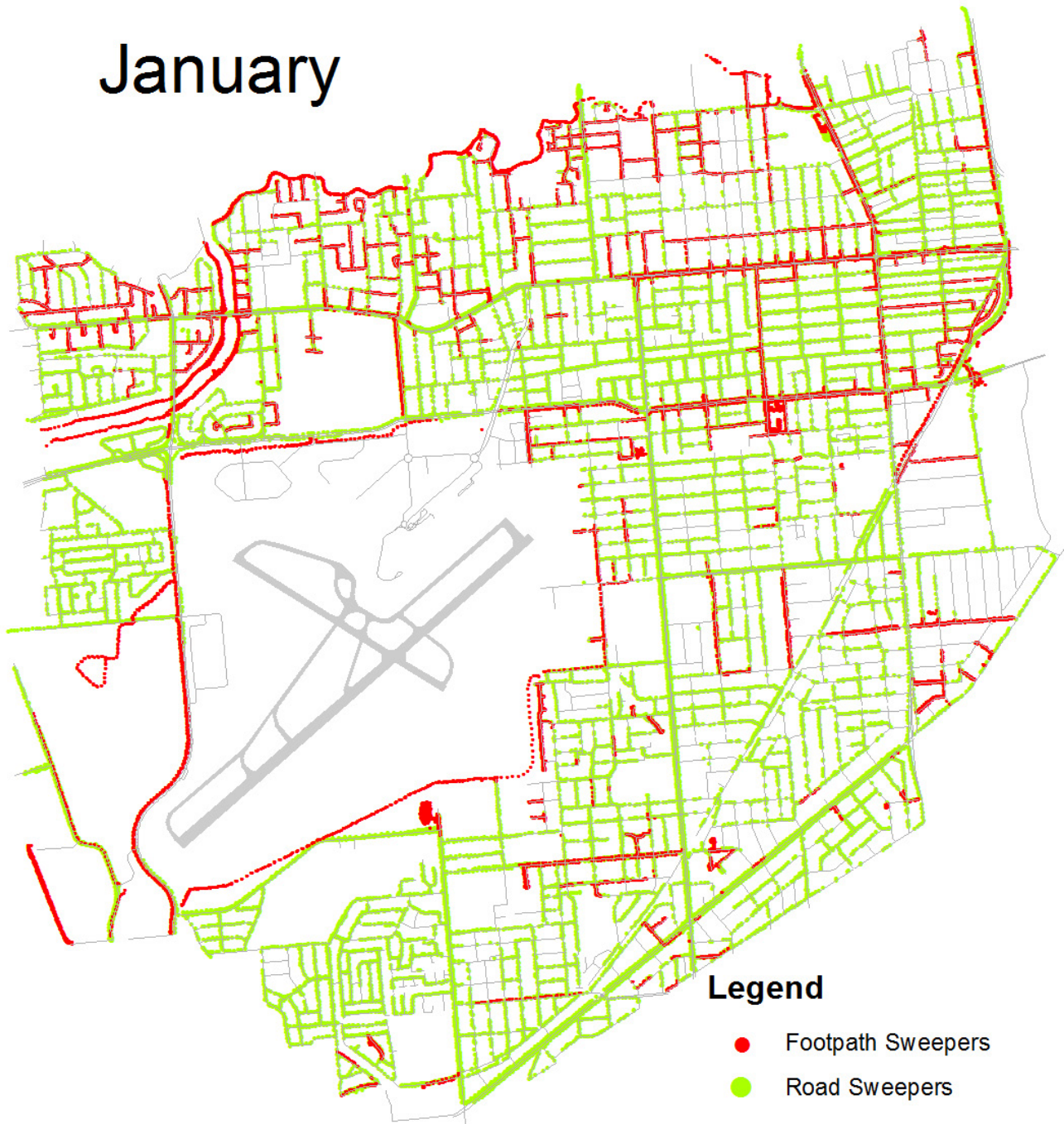


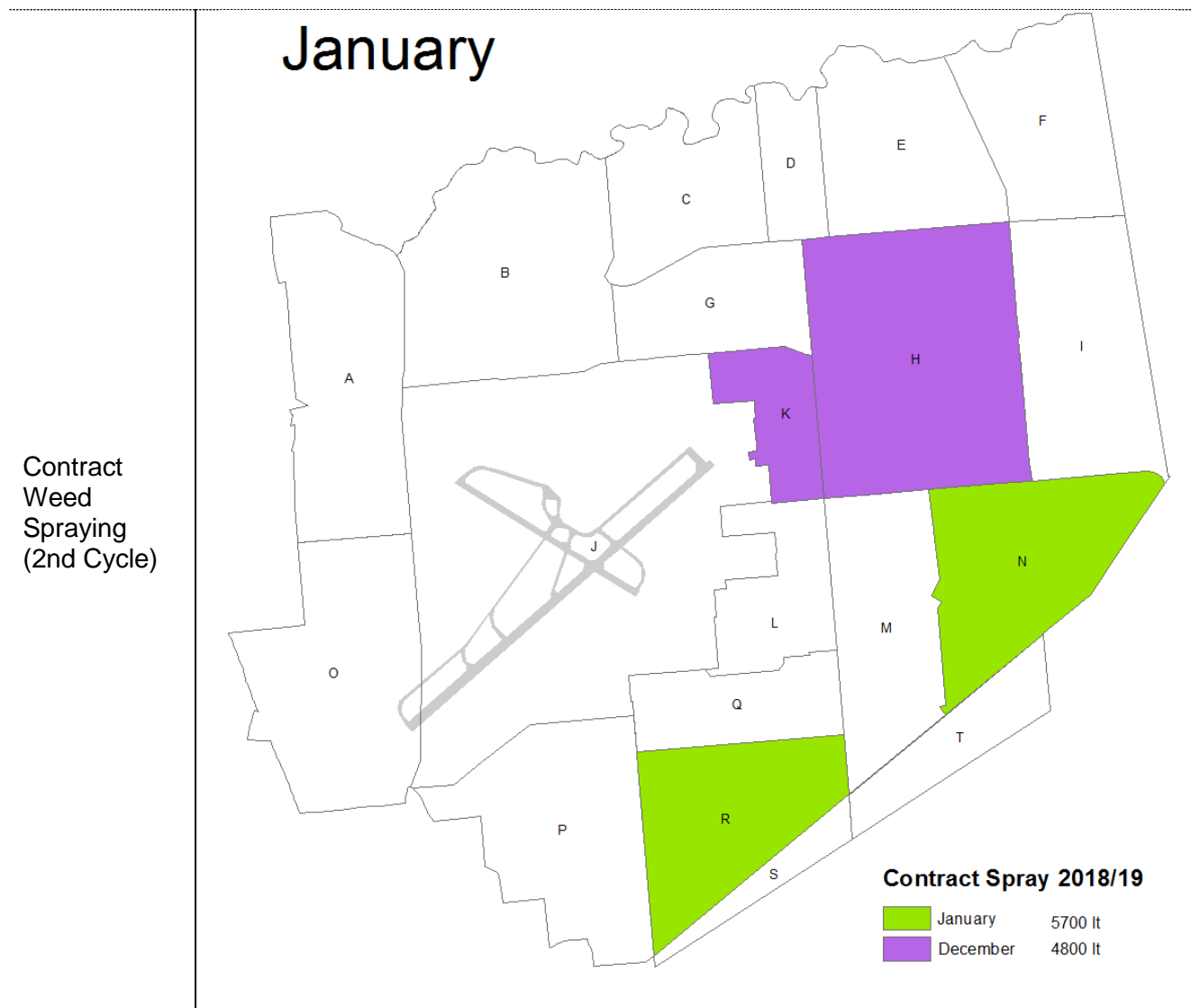
Illegal Rubbish Collection



Street and Footpath Sweeper Coverage

January



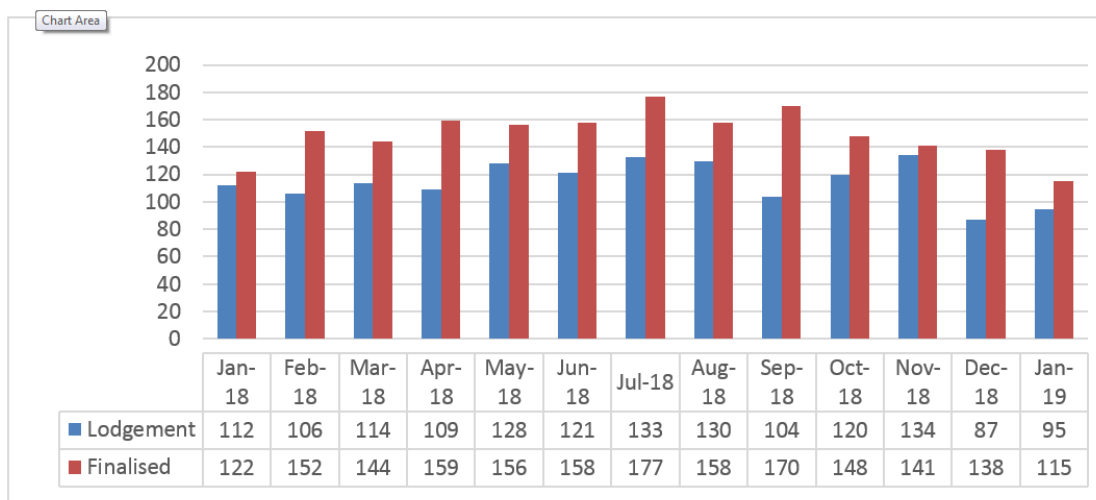


Development Assessment

Development Applications

Ninety-five (95) applications were lodged and 115 applications were finalised in January 2019.

Lodgments and Decisions



		2018		2019	
		Sept Qtr. 3	Dec Qtr. 4	Mar Qtr. 1	June Qtr. 2
Assessment Timeframes (Staff Decisions)	BUILDING CODE ONLY				
	Total applications	74	90		
	Median timeframe	6 days	3 days		
	COMPLYING				
	Total applications	43	42		
	Median timeframe	8 days	6 days		
	CAT 1 MERIT				
	Total applications	234	203		
	Median timeframe	25 days	22 days		
	CAT 2 MERIT				
	Total applications	12	18		
	Median timeframe	81.5 days	64 days		
	CAT 3 MERIT				
	Total applications	9	8		
	Median timeframe	59 days	39 days		
CAT 1 NON-COMPLYING					
Total applications	0	0			
Median timeframe	-	-			
CAT 3 NON-COMPLYING					
Total applications	1	3			
Median timeframe	74 days	109 days			

		2018		2019	
		Sept Qtr. 3	Dec Qtr. 4	Mar Qtr. 1	June Qtr. 2
Assessment Timeframes (CAP Decisions)	CAT 1 MERIT				
	Total applications	5	4		
	Median timeframe	59 days	43.5 days		
	CAT 2 MERIT				
	Total applications	3	1		
	Median timeframe	107 days	87 days		
	CAT 3 MERIT				
	Total applications	2	0		
	Median timeframe	82 days	-		
	CAT 1 NON-COMPLYING				
	Total applications	0	1		
	Median timeframe	-	33		
	CAT 3 NON-COMPLYING				
	Total applications	1	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) new court matter in January 2019:</p> <ul style="list-style-type: none"> An appeal against Council's decision to refuse development plan consent for the removal of a significant tree at 322 Marion Road, Netley. <p>A preliminary conference will be held on 18 March 2019.</p> <p>There were no ongoing or finalised appeals against Council's development assessment decisions during January 2019.</p>
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Building Rules Assessment

Building Rules Consent issued By Relevant Authority

Council issued twenty (20) building rules consents and private certifiers issued thirty-eight (38) building rules consents in January 2019.

	Jan-18	Feb-18	Mar-18	Apr-18	May-18	Jun-18	Jul-18	Aug-18	Sep-18	Oct-18	Nov-18	Dec-18	Jan-19
Certifier	38	47	57	38	39	58	54	39	28	43	44	44	20
Council	28	33	26	45	38	36	38	35	37	41	30	33	38

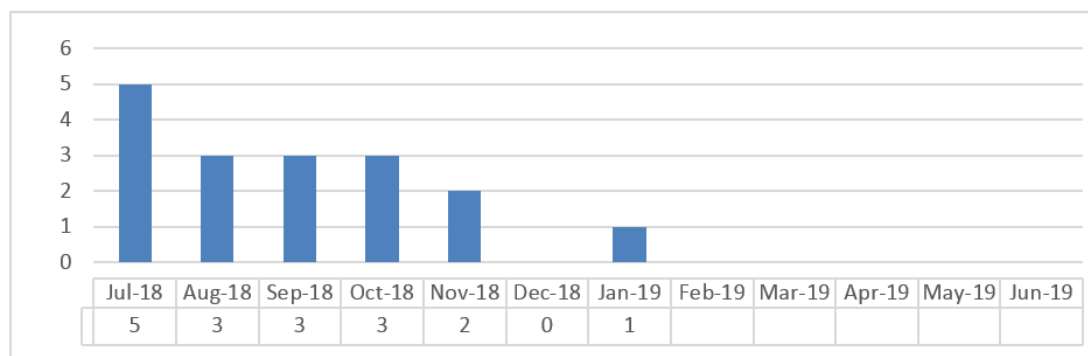
Note: Building Rules Consents are assessed by Council or private assessors known as Private Certifiers, these privately certified assessments still need to be registered and recorded with Council.

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 the 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 developments of five storeys or more in height within the Urban Corridor Zone.</p> <p>There were 3372 website views of Council's webpages relating to <i>Development Act 1993</i> matters in January 2019.</p>
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Category 3 Public notification

One (1) Category 3 application was notified in January 2019.

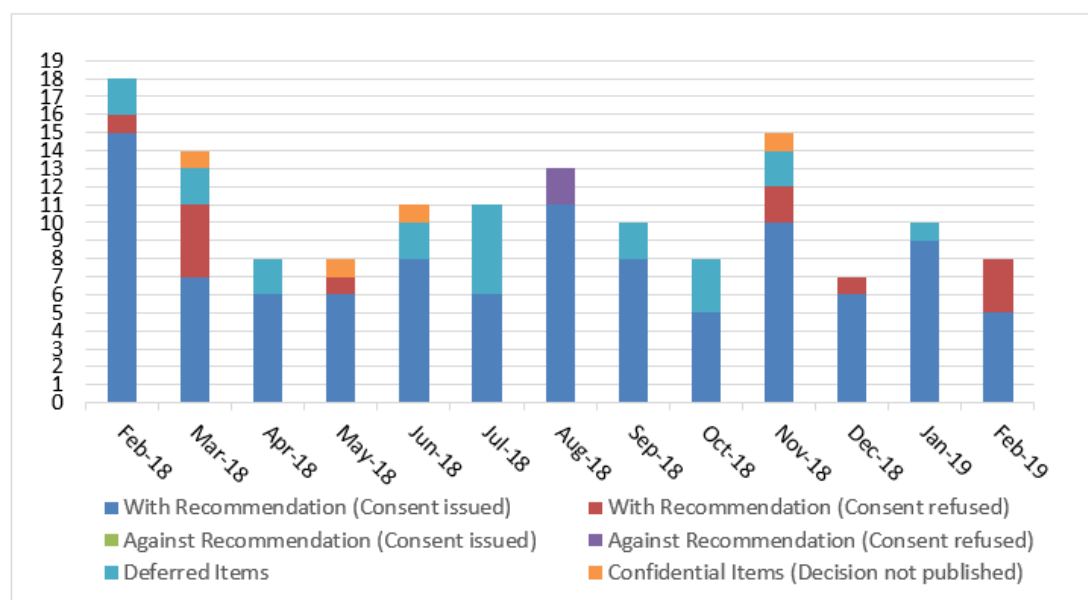


Council Assessment Panel

The Council Assessment Panel (CAP) held a meeting on 12 February 2019.

The next CAP meeting will be held on 12 March 2019.

Council Assessment Panel Decisions



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 of 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 electronic building inspection process
- Review of CAP report review process
- Update Activity Report format and information

Development compliance

Fifteen (15) new development compliance requests were received in January 2019. Ten (10) development compliance requests were resolved within the month and five (5) requests were resolved in January 2019 from a previous month. At the end of January there were forty-eight (48) 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
Jan 18	15	12	2	55
Feb 18	24	16	8	55
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

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.

Enforcement
Action

One (1) Section 84 enforcement notice was issued in January 2019.

There was one (1) ongoing court matter in January 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 approval was granted on the subject land, subject to SCAP concurrence. A conference has been adjourned, awaiting the outcome from SCAP.

There was one (1) finalised court matter in January 2019:

- An appeal against Council's enforcement notice relating to the unlawful use of 19-49 Scotland Road, Mile End South for storage and the sale of motor vehicles.

A development approval was granted on the subject land. The appeal has been withdrawn.

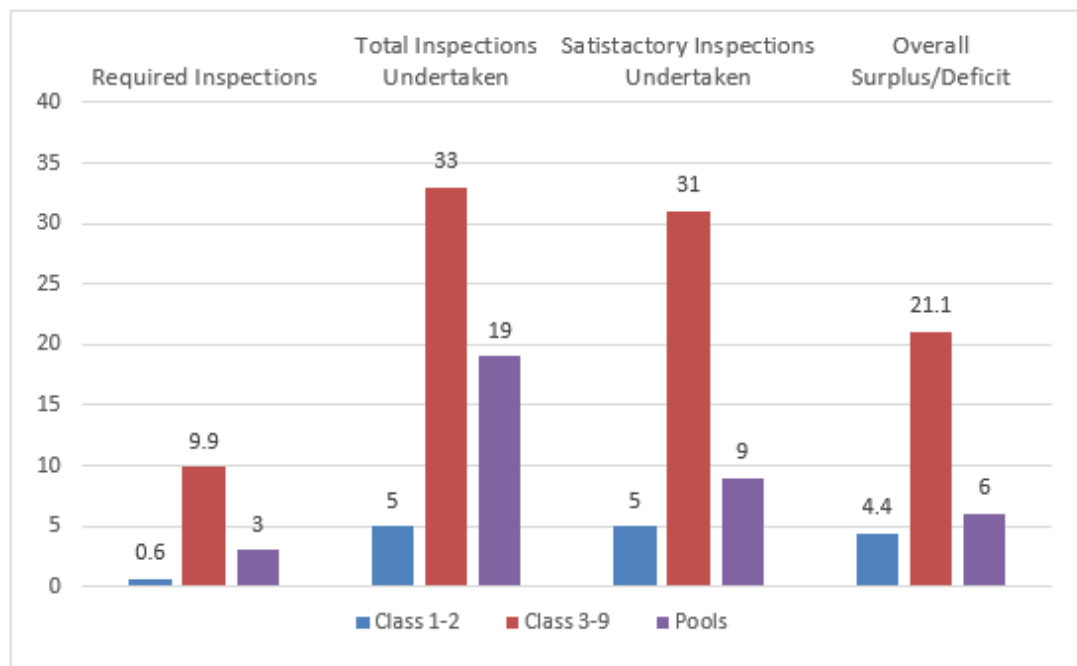
Month / Year	Section 84 Issued	Section 69 Issued	New Actions with ERD Court	Resolved Actions with ERD Court	Total ongoing Actions with ERD Court
Dec 17	-	-	-	-	1
Jan 18	1	-	-	-	1
Feb 18	1	1	1	-	2
Mar 18	1	-	1	-	2
Apr 18	2	-	-	-	2
May 18	-	-	-	-	2
Jun 18	-	-	-	-	2
Jul 18	2	-	-	-	2
Aug 18	-	-	-	-	2
Sept 18	1	1	-	-	2
Oct 18	-	-	-	-	2
Nov 18	4	-	-	-	2
Dec 18	1	-	1	1	2
Jan 19	1	-	0	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.

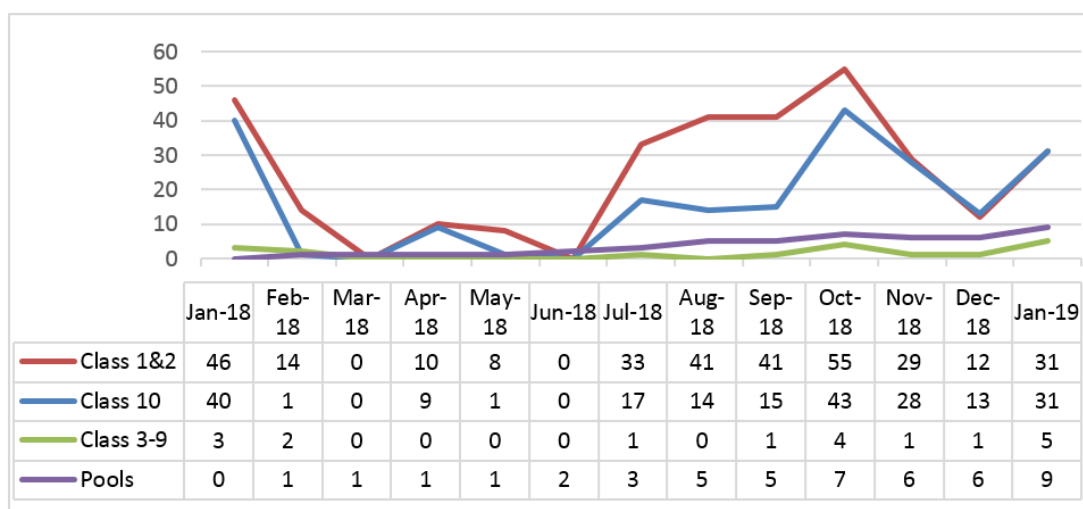
Building compliance inspections

Council's Building Inspection Policy sets out the minimum number of inspections required to be undertaken during the year.

Building
Inspections
(January
2019)



Actual
Satisfactory
Building
Inspections
Undertaken

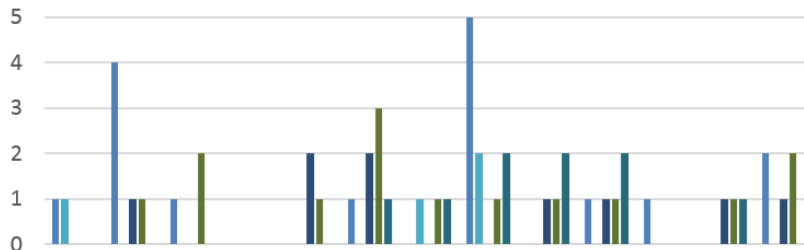


Note: The Development Act and Council's Building Inspection Policy requires that a minimum number of approved buildings are inspected for compliance with their associated Development Approval documentation. In addition, there is a requirement to undertake a pool safety inspection upon all swimming pools 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 was held on 29 January 2019.
ACP Cladding Audit	<p>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).</p> <p>On 20 February 2019, Council staff attended a DPTI ACP Building Audit Round Table organised by DPTI where the progress of the state-wide audit was discussed.</p>

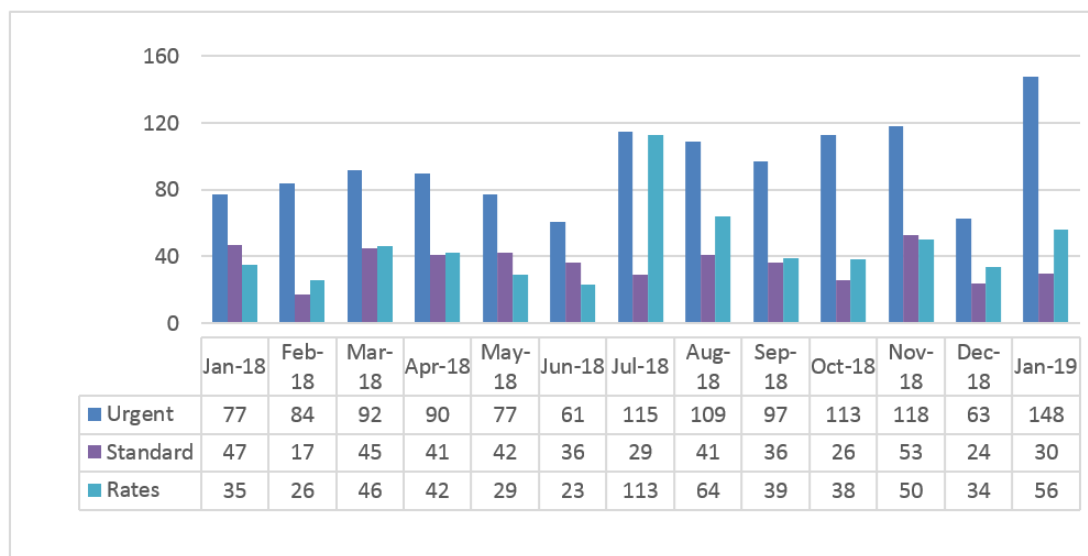
Liquor Licencing

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>																																																																																				
Licence Applications	<p>Five (5) licence applications were referred to Council in January 2019.</p> <div data-bbox="370 1061 1473 1585">  <table> <tr> <th></th><th>Jan-18</th><th>Feb-18</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></tr> <tr> <td>Limited Licence</td><td>1</td><td>4</td><td>1</td><td>0</td><td>0</td><td>1</td><td>0</td><td>5</td><td>0</td><td>1</td><td>1</td><td>0</td><td>2</td></tr> <tr> <td>Extension of Licence</td><td>1</td><td>0</td><td>0</td><td>0</td><td>0</td><td>0</td><td>1</td><td>2</td><td>0</td><td>0</td><td>0</td><td>0</td><td>0</td></tr> <tr> <td>Transfer of Licence</td><td>0</td><td>1</td><td>0</td><td>0</td><td>2</td><td>2</td><td>0</td><td>0</td><td>1</td><td>1</td><td>0</td><td>1</td><td>1</td></tr> <tr> <td>Other Licence</td><td>0</td><td>1</td><td>2</td><td>0</td><td>1</td><td>3</td><td>1</td><td>1</td><td>1</td><td>1</td><td>0</td><td>1</td><td>2</td></tr> <tr> <td>Restaurant Licence</td><td>0</td><td>0</td><td>0</td><td>0</td><td>0</td><td>1</td><td>1</td><td>2</td><td>2</td><td>2</td><td>0</td><td>1</td><td>0</td></tr> </table> </div> <p><i>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.</i></p>		Jan-18	Feb-18	Mar-18	Apr-18	May-18	Jun-18	Jul-18	Aug-18	Sep-18	Oct-18	Nov-18	Dec-18	Jan-19	Limited Licence	1	4	1	0	0	1	0	5	0	1	1	0	2	Extension of Licence	1	0	0	0	0	0	1	2	0	0	0	0	0	Transfer of Licence	0	1	0	0	2	2	0	0	1	1	0	1	1	Other Licence	0	1	2	0	1	3	1	1	1	1	0	1	2	Restaurant Licence	0	0	0	0	0	1	1	2	2	2	0	1	0
	Jan-18	Feb-18	Mar-18	Apr-18	May-18	Jun-18	Jul-18	Aug-18	Sep-18	Oct-18	Nov-18	Dec-18	Jan-19																																																																								
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Other Licence	0	1	2	0	1	3	1	1	1	1	0	1	2																																																																								
Restaurant Licence	0	0	0	0	0	1	1	2	2	2	0	1	0																																																																								

Property and land information requests

Section 12 Searches

One hundred and forty-eight (148) urgent search requests, thirty (30) standard search requests and fifty-six (56) rates search requests were received in January 2019.



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

11.4 Community Services Activities Report

Brief

This report details the activities of the Community Services Department for February 2019.

RECOMMENDATION

The Committee recommends to Council that the Community Services Activity Report - February 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 February 2019 are as follows:

Community Centres

Over the month of February 84 groups were booked into Thebarton Community Centre and a total of 26 groups were booked into Plympton Community Centre.

Thebarton highlights included the 100th year gala celebration held by the West Torrens Baseball Club, a Tango dance competition, a large wedding and several birthday events. The City of West Torrens Active Ageing *Movers and Shakers* program resumed at Plympton in early February and was again at capacity with still new members joining in.

Active Ageing

A group of young volunteers from the Richmond Baptist Church provided gardening and yard tidy assistance to ten of our older residents. They worked tirelessly throughout the *Big Week Out* regardless of the extreme weather conditions.

As part of the Active Ageing program, two new social programs were launched, both are being run at Plympton Community Centre. One is called *A Shared Table* and is for people aged over 65 years who are socially isolated. This program is about sharing a healthy meal and includes initiatives to create opportunities and encourage social interaction. The other program is called *Blokes Brekky* and includes social interaction for men aged over 65 years centred around a cooked breakfast. Both of these were hugely popular and very well attended.

Lifestyle & Recreation

The consultation to find out more about the 30 to 50 year old cohort closed on 18 February 2019. The information from this survey will guide programming and activities for this age group.

The quilting, knitting and sewing community groups who meet in the Hamra Centre and Plympton Community Centre all resumed in February following a break over January.

Children and Youth

Members of the team participated in Netfest, a major professional development and networking event for youth sector workers in SA run by YACSA (Youth Council of South Australia). Highlights included guest speakers from UN Youth and Northern Area Community and Youth Services.

Planning was completed for the after-school beach safety program for new arrivals. This program begins in March, with local schools currently selecting students based on need.

The ARA (Australian Refugee Association) Homework Club is running from the library again this year. This is a weekly program that assists high school students from refugee backgrounds who have been in Australia for 5 years or less. This is a popular program and is only being run from three locations across SA in 2019.

The Summer Reading Club theme for Term 1 is Curious Creatures. As part of this there have been numerous creatures visiting the library from the Nature Education Centre. Families enjoyed seeing the Spiny Leaf Stick Insects, the Axolotles, and a variety of reptiles. Families stopped and asked many questions, they were able to observe and hold the insects and reptiles. These experiences built knowledge, connection with staff and an interest in our local wildlife.



Arts & Culture

The two major activities in the Hamra Gallery in February included a natural dyeing workshop for artists facilitated by Michelle Jahn and the Fringe Exhibition *From Nature*. The City of West Torrens Art Prize is the next major exhibition and has opened for entries, the theme for 2019 is *Migration: Arrivals and Departures*.



Hamra Centre Easter Closure

The Hamra Centre Library will be closed over the Easter weekend from Friday 19 April 2019 to Monday 22 April 2019 (inclusive) and will resume normal hours on Tuesday 23 April 2019.

Attachments

1. Community Services Activities and Events - March 2019

Community Services Activities and Events - March 2019

Date	Time	Activity/Event	Location
Fri 1/3	8.30am	1st - 15th March: Fringe Exhibition	West Torrens Auditorium
	9.45am-11.30	Hilton Shopping Centre Bus Run	Plympton Community Centre
	10.00am	Movers & Shakers Exercise Group	Hamra Centre
	10.30am	Orange Tree Quilters	Hamra Centre
	10.30am	Story Time: 5 years and under	Hamra Centre
	12.00pm	Central Market Bus Run	
	12.30pm	Kmart Shopping Bus Run	
	1.00pm	One-to-One Tech Help Drop-in Session	Hamra Centre
Sat 2/3	4.00pm	Friday Fun: 10 years and over	Hamra Centre
	10.00am	One-to-One Tech Help Drop-in Session	Hamra Centre
Sat 2/3	1.30pm	Rewire Class: Get to know your Tablet	Hamra Centre
Sun 3/3			
Mon 4/3	8.00am	NHF Walking Group	Kurralta Park
	10am-12pm	Yarn Knitting Group	Hamra Centre
	10.30am	Community Meal - CHSP	Plympton Community Centre
	10.30am	ESL Reading Group: Intermediate to Advanced	Hamra Centre
	2.00pm	One-to-One Tech Help	Hamra Centre
	6.00pm	Sewing Studio	Plympton Community Centre
	6pm-9pm	"Mend & Make do" Sustainability Workshop	Plympton Community Centre
Tue 5/3	10am-2pm	Share a Table - 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
Wed 6/3	10.30am	ESL Reading Group: Post beginner to pre-intermediate	Hamra Centre
	10.30am	Story Time: 5 years and 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
Thu 7/3	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 Market Bus Run	
	6.00pm	Book Club	Hamra Centre
Fri 8/3	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	Knitter Knatter Group	Hamra Centre
	10.30am	Story Time: 5 years and under	Hamra Centre
	1.00pm	One-to-One Tech Help Drop-in Session	Hamra Centre
	12.30pm	Kmart Shopping Bus Run	Kurralta Park
	3.00pm	Book Club	Hamra Centre
Sat 9/3	4.00pm	Friday Fun: 10 years and over	Hamra Centre
	10.00am	One-to-One Tech Help Drop-in Session	Hamra Centre

Date	Time	Activity/Event	Location
Sun 10/3			
Mon 11/3	8.00am	NHF Walking Group PUBLIC HOLIDAY	Kurralt Park
Tue 12/3	9am-11am 10.30am 11.15am 1.00pm	Blokes Brekky - Active Ageing Baby Time: 0-18 months Toddler Time: 18 months-3 years ESL Class with free Crèche	Plympton Community Centre Hamra Centre Hamra Centre Hamra Centre
Wed 13/3	10.30am 10.30am 11am-2pm 1.30pm	ESL Reading Group: Post beginner to pre-intermediate Story Time: 5 years and under Sewing Studio Aqua Fun - Swimming Classes	Hamra Centre Hamra Centre Plympton Community Centre Thebarton Aquatic Centre
Thu 14/3	8.00am 9.00am 10.00am 10.30am 10.15am 10.30am 11.15am 1.00pm 6.00pm	NHF Walking Group Fulham Shopping Centre Bus Run One-to-One Tech Help Baby Time: 0-18 months Senior Citizens Over 50's Forum Thursday Senior Citizens Toddler Time: 18 months-3 years Castle Plaza Shopping Centre Bus Run Financial Counselling	Kurralt Park Hamra Centre Hamra Centre Hamra Centre Plympton Community Centre Hamra Centre Hamra Centre
Fri 15/3	8.30am 9.45am-11.30 10.00am 10.30am 12.00pm 12.30pm 1.00pm 4.00pm	Hilton Shopping Centre Bus Run Movers and Shakers Exercise Group Orange Tree Quilters Story Time: 5 years and under Central Market Bus Run Kmart Shopping Centre One-to-One Tech Help Drop-in Session Friday Fun: 10 years and over	Plympton Community Centre Hamra Centre Hamra Centre Kurralt Park Hamra Centre Hamra Centre
Sat 16/3	10.00am	16th - 31st March: Festival Hellenika Exhibition One-to-One Tech Help Drop-in Session	West Torrens Auditorium Hamra Centre
Sun 17/3			
Mon 18/3	8.00am 10.00am 10.30am 10.30am 2.00pm 6.00pm	NHF Walking Group Yarn Knitting Group Community Meal - CHSP ESL Reading Group: Intermediate to Advanced One-to-One Tech Help Sewing Studio	Kurralt Park Hamra Centre Plympton Community Centre Hamra Centre Hamra Centre Plympton Community Centre
Tue 19/3	10.30am 11am-2pm 11.15am 1.00pm	Baby Time: 0-18 months Share a Table - Active Ageing Toddler Time: 18 months-3 years ESL Class with free Crèche	Hamra Centre Plympton Community Centre Hamra Centre Hamra Centre
Wed 20/3	10.30am 10.30am 11am-2pm 1.30pm	ESL Reading Group: Post beginner to pre-intermediate Story Time: 5 years and under Sewing Studio Aqua Fun - Swimming Classes	Hamra Centre Hamra Centre Plympton Community Centre Thebarton Aquatic Centre

Date	Time	Activity/Event	Location
Thu 21/3	8.00am	NHF Walking Group	Kurralta Park
	9.00am	Fulham Shopping Centre Bus Run	
	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 Shopping Centre Bus Run	Hamra Centre
Fri 22/3	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
	10.30am	Story Time: 5 years and 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 and over	Hamra Centre
Sat 23/3	10.00am	One-to-One Tech Help Drop-in Session	Hamra Centre
Sun 24/3			
Mon 25/3	8.00am	NHF Walking Group	Kurralta Park
	10.00am	Yarn Knitting Group	Hamra Centre
	10am-1pm	Child Safe Environment Short Course	Hamra Centre
	10.30am	Community Meal - CHSP	Plympton Community Centre
	10.30am	ESL Reading Group: Intermediate to Advanced	Hamra Centre
	2.00pm	One-to-One Tech Help	Hamra Centre
	6.00pm	Sewing Studio	Plympton Community Centre
Tue 26/3	9am-11am	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
Wed 27/3	10.30am	ESL Reading Group: Post beginner to pre-intermediate	Hamra Centre
	10.30am	Story Time: 5 years and under	Hamra Centre
	11am-2pm	Sewing Studio	Plympton Community Centre
	1.30pm	Aqua Fun - Swimming Classes	Thebarton Aquatic Centre
Thu 28/3	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 Shopping Centre Bus Run	
	6.00pm	Financial Counselling	Hamra Centre
Fri 29/3	8.30am	Hilton 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 and 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 and over	Hamra Centre
Sat 30/3	10.00am	One-to-One Tech Help Drop-in Session	Hamra Centre
Sun 31/3			

* Date TBC - Beach Safety Program for new arrivals - West Beach Surf Life Saving Club

12 MEETING CLOSE