

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 Finance and Governance 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, 17 MARCH 2020
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 Acknowledgement of Country

1.2 Evacuation Procedures

2 PRESENT

3 APOLOGIES

Apologies

Council Members:

Cr Simon Tsiaparis

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 3 March 2020 be confirmed as a true and correct record.

6 MAYORS REPORT

(Preliminary report for the agenda to be distributed Friday, 13 October 2020)

In the 2 weeks since the last Council Meeting of 3 March 2020 functions and meetings involving the Mayor have included:

Wednesday 4 March

- Participated in a press conference with Transport Minister Stephan Knoll, Mayor Claire Boan of City of Port Adelaide Enfield and Mayor Angela Evans of City of Charles Sturt regarding the Western link e-Scooter trial.

Thursday 5 March

- Participated in my regular monthly interview on Coast FM with Dave Hearn.
- Conducted a small citizenship ceremony in the Council Chambers for seven conferees.
- Participated in the West Torrens Road Safety Group meeting.

Friday 6 March

- Participated in the Western Adelaide Consultative Group meeting held at the Civic Centre.
- Attended the launch of Villagehood Australia, a new support group for mothers, held at Fulham Community Centre.

Saturday 7 March

- Attended the Panrhodian Society of SA Inc "Anniversary of the Ensomatosis of the Dodecanese" celebratory function at Colossus Hall in Torrensville.

Monday 9 March

- Attended the Adelaide Cup as a guest of the SAJC Board at Morphettville Racecourse.

Tuesday 10 March

- Participated in a meeting of the Thebarton Senior College Council.

Wednesday 11 March

- Met with Mr Bob Snewin, Director of Cricket for the Glenelg District Cricket Club to discuss the lease arrangements for Camden Oval.
- Met with Greg Pantelios from Boileau Business Technology.

Thursday 12 March

- Attended a meeting with Terry Buss and representatives from the West Adelaide Football Club to discuss Richmond Oval.

Friday 13 March

- Attending the official launch of the e-Scooter trial at Henley Square with Mayor Claire Boan of City of Port Adelaide Enfield and Mayor Angela Evans of City of Charles Sturt.
- Providing an official welcome at the Official Book Launch of "The Children of Pan: Arcadians in Australia" by Anastasios Tamis held at the West Torrens Auditorium Gallery.
- Attending the launch of the book "A Greek Folk Journey: Travel, Culture & Gastronomy" by Terina Armenakis as part of the Festival Hellenika celebrations held at Thebarton Community Centre.

Saturday 14 March

- Presenting medals at the Little Athletics SA State Individual Championships followed by the Official Opening Ceremony and lunch function at SA Athletics Stadium.

Tuesday 17 March

- Attending the 2020 Governor's Multicultural Awards held at Government House.
- Council and City Finance and Governance Standing Committee meetings.

RECOMMENDATION

That the Mayor's Report be noted.

7 ELECTED MEMBERS REPORTS**8 PETITIONS**

Nil

9 DEPUTATIONS

9.1 Cat Management Laws

Mr Michael Grant, wishes to address Council in relation to Cat Management Laws.

10 ADJOURN TO STANDING COMMITTEE

RECOMMENDATION

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

11 ADOPTION OF STANDING COMMITTEE RECOMMENDATIONS

11.1 City Finance and Governance Committee Meeting

RECOMMENDATION

That the recommendations of the City Finance and Governance Committee held on 17 March 2020 be adopted.

12 ADOPTION OF GENERAL COMMITTEE RECOMMENDATIONS

Nil

13 QUESTIONS WITH NOTICE

Nil

14 QUESTIONS WITHOUT NOTICE

15 MOTIONS WITH NOTICE

15.1 Leave of Absence - Cr Graham Nitschke

Cr Graham Nitschke gave notice of his intention to move the following motion:

MOTION

That Cr Graham Nitschke be granted leave of absence for the Council and Committee meetings from 1 April 2020 to 1 May 2020.

16 MOTIONS WITHOUT NOTICE

17 REPORTS OF THE CHIEF EXECUTIVE OFFICER

17.1 Warren Avenue and James Melrose Road, Novar Gardens - B-Double Access Request

Brief

To seek Council's in-principle agreement to allow B Double access in Warren Avenue and James Melrose Road for a potential development site on Airport land adjacent to the Council's depot.

RECOMMENDATION

It is recommended to Council that:

1. In-principle agreement be given to the gazettal of Warren Avenue ((between Tapleys Hill Road and James Melrose Road) and James Melrose Road, Novar Gardens, for B Double access;
2. The Applicant be requested to lodge the formal application for gazettal of the B Double route with the National Heavy Vehicle Regulator;
3. A formal B Double Route Assessment report be provided by the Applicant, in accordance with the requirements of the Department of Planning, Transport and Infrastructure (DPTI), to DPTI and Council;
4. The gazettal would be subject to conditions that may be imposed by Council and DPTI (refer to the main body of this report), and other conditions that may be determined following Council's detailed review of the Route Assessment report and from consultation that may occur with other affected stakeholders; and
5. If the gazettal of the B Double route satisfies the Council's conditions and DPTI conditions, all costs and required upgrades/improvements to the affected road and intersections shall be borne and carried out by the Applicant to the satisfaction of DPTI (where it involves a DPTI road) and to the satisfaction of Council (where it involves a Council road).

Introduction

CIRQA traffic consultant, on behalf of a client, has put in a request to Council, by letter of 6 March 2020 (**Attachment 1**), to seek in-principle Council agreement to allow B Double access to a potential development site in James Melrose Road. The development site is located on AAL land, adjacent to the Council's depot site.

Heavy vehicle access applications are managed by the National Heavy Vehicle Regulator (NHVR). A potential applicant would need to submit the application formally to the NHVR, after which NHVR would refer the application to DPTI and Council for comments.

For information, Manuele Engineering, which used to occupy the site of the Council's current depot, had previously sought approval from Council for B Double access to its premises on James Melrose Drive to facilitate its freight deliveries. While discussions with the Administration proceeded to an advanced stage, ultimately the proposal was not proceeded with by Manuele Engineering following its closure and relocation.

Discussion

At this stage, details of the potential development have not been finalised. However, due to the urgency of the matter, the Applicant has sought direction from Council whether, in the first instance, such a gazettal proposal would be favourably considered by Council, before the Applicant proceeds with further work for the development. The Administration understands that without the B Double gazettal, the development would not be able to proceed.

CIRQA has advised, on behalf of its client, that in the order of 3 B Double vehicles would access the site on a daily basis (Monday to Friday), between the hours of 7am and 4pm.

From the DPTI's website (RAVnet), there appears to be very few gazetted B Double routes in South Australia where there are time periods denoted to restrict B Double movements. One exception is at Swanport Road, Murray Bridge, where access for B Doubles is specifically prohibited between 8am-9am and 3pm-6pm Monday to Friday.

If the B Double proposal for Warren Avenue and James Melrose Road were to proceed, further advice would be sought from DPTI about the feasibility of restricting B Double access to only between the hours of 7am-4pm Monday to Friday. One of the advantages of restricting the hours of access for B Doubles to 7am-4pm Monday to Friday would be to minimise the potential amenity impacts in the residential area adjacent to Warren Avenue.

While the number of B Double movements envisaged by the potential Applicant could be considered to be relatively low at the current time, once the proposed route is gazetted, Council would not have any control over how many B Doubles would use the route in future. For instance, due to increased demand for products, the proposed manufacturing facility may generate higher B Double numbers than advised. Additionally, other new developments or other existing businesses in the adjacent area may also take advantage of the gazetted B Double route to improve their freight operation efficiencies. These are all unknowns that are not able to be factored into the decision regarding gazettal of the route.

Notwithstanding the above, the process of gazettal requires a formal B Double Route Assessment report to be prepared. This assessment report reviews the suitability of and safety of a particular route for B Double usage and identifies any issues that need to be addressed before B Doubles can use the route, for example, intersection upgrade, mid-block road upgrade etc.

CIRQA has provided some turn path diagrams to conceptually show how B Doubles may be accommodated at the intersection of Tapleys Hill Road and Warren Avenue. This intersection is controlled by Council and DPTI and therefore, if the B Double proposal were to proceed, the Applicant would be required to undertake detailed surveys of the intersection to enable the B Double turn paths to be checked accurately. There may be other local intersections that may need to be assessed as well to determine if upgrade works would be necessary, which, at this stage, have not been reviewed by CIRQA.

Formal approval of a B Double route would be given by DPTI. If approved, any upgrade works identified would then form part of the requirement for the Applicant to implement, before the route can be used for B Double access.

Given the very preliminary nature of the request, if in-principle agreement were to be given by Council to the Applicant, it would be subject to conditions as follows (but may include other conditions when a formal assessment is completed by Council):

1. Subject to a satisfactory outcome from the formal B Double Route Assessment report;
2. Subject to detailed design assessment to demonstrate that B Double access can be accommodated by all of the intersections and road sections that are accessed by the B Double vehicles;
3. Subject to satisfactory time restrictions being implemented for the route (if Council wishes to include time limit controls for the B Double route);
4. Subject to all of the identified works in the B Double Route Assessment report being implemented with all costs to be borne by the Applicant;
5. Subject to any other works identified by Council and/or DPTI associated with allowing B Double access, such as pavement upgrade, footpath upgrade etc, of which the costs are to be borne by the Applicant or by any other cost sharing agreement that may be negotiated between the parties; and
6. Subject to any other issues being addressed that may arise from proceeding with the formal consideration of the application, given that a detailed assessment has not been undertaken at this stage.

From a review of aerial mapping by the Administration, it would appear that the proposed route would be able to accommodate B Double access, subject to the conditions discussed previously. On the assumption that the technical issues can be addressed satisfactorily, in-principle, the Administration has no objection to the proposal to gazette Warren Avenue and James Melrose Road for B Double access.

Discussion have been held with Adelaide Airport Limited being the landholders who provide in-principle support for the approval of B Double access along Warren Ave and James Melrose Road (from Tapleys Hill Road to Morphett Road, subject to further technical assessments.

Climate Impact Considerations

(Assessment of likely positive or negative implications of this decision will assist Council and the West Torrens Community to build resilience and adapt to the challenges created by a changing climate.)

The climate implications of allowing the B Double access along Warren Avenue and James Melrose Road (from Tapleys Hill Road to Morphett Road) is expected to be positive due to the shift in transport mode. The use of B Doubles as a transport mode reduces traffic volumes of semi-trailers and in turn reduces the amount of greenhouse gas emissions.

Conclusion

From a technical perspective, B Double access on Warren Avenue ((between Tapleys Hill Road and James Melrose Road) and James Melrose Road, would appear to be feasible and therefore in-principle agreement could be given to the Applicant to proceed with the formal B Double access application. If formal approval for B Double access were to be given, it would be subject to conditions (that may be specified by Council and/or DPTI) being met by the Applicant.

Attachments

- 1. Letter from CIRQA - B-Double Access Request**



Ref: 20045|TAW

6 March 2020

Mr Joe Ielasi
City of West Torrens
165 Sir Donald Bradman Drive
HILTON SA 5033

Dear Joe,

B-DOUBLE ACCESS REQUEST JAMES MELROSE RD/WARREN AVE, ADELAIDE AIRPORT

I refer to our recent discussions regarding the request for B-Double access along James Melrose Road and Warren Avenue, Adelaide Airport. This letter seeks in-principle support from Council for such access arrangements.

BACKGROUND

CIRQA has been engaged to provide advice with regard to the potential gazettal of James Melrose Road, Warren Avenue (west of its intersection with James Melrose Road) and the Tapleys Hill Road/Warren Avenue intersection to allow access by vehicles up to 26.0 m in length (i.e. B-Doubles). Initial investigations undertaken by CIRQA indicate that James Melrose Road and Warren Avenue are of an acceptable width and geometric alignment to facilitate B-Double access in line with the requirements of the National Heavy Vehicle Regulator (NHVR).

Furthermore, turn paths undertaken (using AutoCAD Vehicle Tracking software) at the intersection of Tapleys Hill Road and Warren Avenue indicate that appropriate access can be achieved with such vehicles without the need for modification of the existing intersection. A copy of the turn path assessment undertaken at the intersection is attached to this letter.

James Melrose Drive provides vehicle access to several parcels of land on the northern and southern sides of the roadway (including the former Manuele Engineers site, now occupied by the City of West Torrens as their works depot). It is understood that gazettal of the subject roads to allow B-Double access was formerly sought as part of Manuele Engineers' operations, however was did not ultimately proceed due to relocation of the business.

CIRQA Pty Ltd | ABN: 12 681 029 983 | PO Box 144, Glenside SA 5065 | P: (08) 7078 1801 | E: info@cirqa.com.au
CIRQA\Projects\20045 Joe Ielasi 06Mar20



The remaining parcels of land on the northern side of James Melrose Road are somewhat restrictive for B-Double access due to their size and shape (i.e. small and shallow allotments). The exception to this is the 52,000 m² site (approximate) adjacent Council's works depot for which the applicant is currently undertaking due diligence investigations. B-Double access to all lands on the southern side of James Melrose Road would not be likely due to their zoning and recreational/residential nature.

Information provided by the applicant indicates that in the order of three B-Double vehicles would access the site on a daily basis (Monday to Friday), between the hours of 7:00 am and 4:00 pm. While B-Double movements could be permitted up to the former Manuele Engineers' site, the use of that site is not anticipated to generate significant B-Double traffic (particularly given its current occupation by the City of West Torrens). Given that the subject route would not provide access to the Industry Zone on the eastern side of Morphett Road, the number of B-Double vehicles anticipated along James Melrose Road would not be notably greater than those foreseen by the applicant. The resulting number of movements of B-Doubles on James Melrose Road/Warren Avenue are considered to be low.

GAZETTAL REQUEST

On behalf of the applicant, I request that Council gives consideration to the in-principle support for the gazettal of James Melrose Road, Warren Avenue and the Tapleys Hill Road/Warren Avenue intersection for use by B-Double vehicles up to 26.0 m in length. Subject to in-principle support being given by Council, CIRQA would then lodge a formal application with the NHVR (which would include the preparation of a Route Assessment in line with NHVR's assessment criteria).

It should be noted that as part of the NHVR process, the application (including the Route Assessment report) will be referred to Council and DPTI (as the relevant road authorities) for comment and assessment.

Please feel free to contact me on (08) 7078 1801 should you require any additional information.

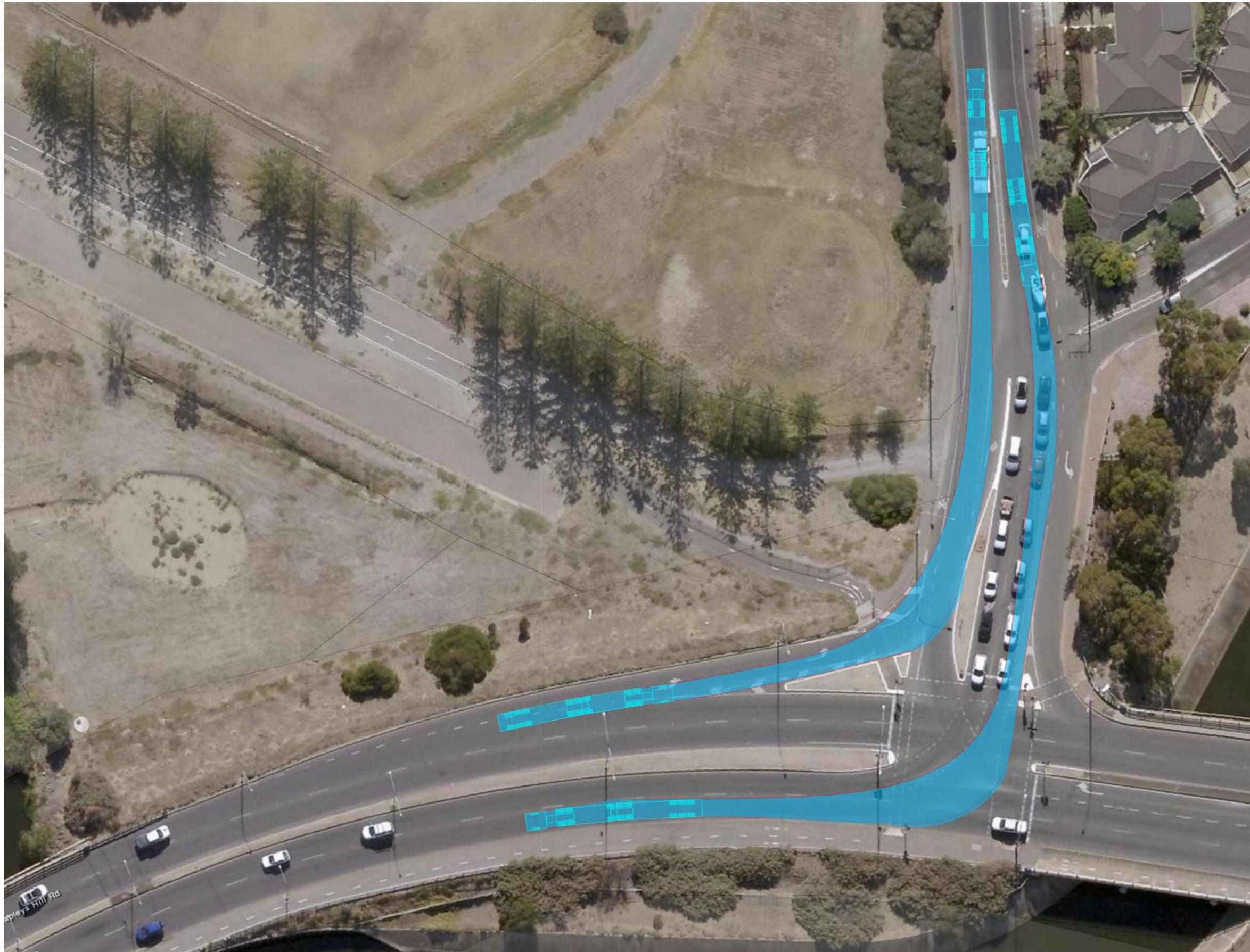
Yours sincerely,

A handwritten signature in blue ink, appearing to read "Tom Wilson", written in a cursive style.

THOMAS WILSON

Senior Traffic & Transport Engineer | CIRQA Pty Ltd

Encl. B-Double Turn Path Assessment (Drawing C20045-02A-SH05)



SITE ACCESS INVESTIGATIONS
 TAPLEYS HILL RD/WARREN AVE
 26.0 m B-DOUBLE
 PROJECT # 20045 SHEET # 01_SH05



DRAWING AMENDMENTS		DWN	CHK
VER	DATE	DESCRIPTION	TASK
A	05/03/2020	TURN PATH ASSESSMENT	JIB

5/3/2020 12:24 PM
C:\P045_02A.DWG



Tel: 12 681 029 983 | PO Box 144, Glenside SA 5065 | E: info@cirqa.com.au

17.2 Economic Development Plan

Brief

The Economic Development Plan 2020-2025 has set the direction for the City of West Torrens from now until to 2025 as we continue to build economic opportunities for local businesses which is at the core of our economic development vision. This report seeks endorsement of Council to undertake public consultation on The City of West Torrens Economic Development Plan 2020-2025.

RECOMMENDATION

It is recommended to Council that:

1. The Administration be authorised to undertake public consultation on the draft City of West Torrens Economic Development Plan 2020-2025.
2. A further report be presented to Council at the completion of the public consultation process.

Introduction

The City of West Torrens has developed a draft economic development plan which formalises the many economic development deliverables that Council already provides back to the Community.

The draft Economic Development Plan (EDP 2020-2025) (**Attachment 1**) identifies the strategic vision for economic and business development in the City West Torrens.

The draft EDP 2020 - 2025 has set the direction for the City of West Torrens from now until to 2025 as we continue to build economic opportunities for local businesses which is at the core of our economic development vision.

Discussion

Following on from a strategic Council initiative in 2017, the Administration has developed a draft Economic Development Plan for the period 2020-2025 to strengthen the City's economy to help secure longer-term success and prosperity.

The draft EDP 2020-2025:

- Builds on the findings identified in the Employment Lands Investigation report for current and potential economic development and gains an insight into the viability of existing employment zones in the Council area.
- Provides an economic development plan that integrates with Council's aspirations and provides a vehicle for productive outcomes.
- Clearly identifies issues and areas for priority including employment, infrastructure, land use, regulatory issues, and identified sector opportunities.
- Engages with key stakeholders in its development and provides for ongoing community and business engagement.
- Provides an economic development plan that identifies Council's role while providing realistic and priority actions and initiatives with an emphasis on digital technology.
- Provides an economic strategy that identifies key partnerships, including private and public opportunities to optimise collective impact that builds on strengths within a regional context and across boundaries.
- Clearly identifies issues and possibilities for strengthening Councils relationship with Adelaide Airport Limited.

The City of West Torrens draft EDP 2020-2025 acts as a catalyst to engage key business and industry stakeholders in the Council area and identifies cost effective undertakings of strategic economic development with a focus for the City.

The draft EDP 2020-2025 will guide the Council when undertaking and developing economic development strategic plans, projects and programs with a developed and integrated action plan.

The draft EDP 2020-2025 will position the City of West Torrens to have a clear economic development vision, strategy and an understanding of its role and how it will deliver the strategy, as it provides a platform for the Council to fulfil the Community's aspirations as outlined in the Community Plan.

The objective of the draft EDP 2020-2025 is to position the area for growth and variety in jobs, by attracting new business to the locality and by identifying export opportunities over a five year timeline to deliver real benefits.

The City of West Torrens draft EDP 2020-2025 is a key strategic document that sets a five year plan to deliver achievable and measurable actions through five key economic strategic areas.

The draft EDP 2020-2025 is focused on the following key strategic objectives and sets a five year plan to deliver achievable and measurable actions through the five key economic strategies which include:

- A Thriving business environment
- A vibrant City
- Innovation and digital evolution
- Regional Collaboration
- Adelaide Airport Aerotropolis

Further, the draft EDP 2020- 2025 has set out both long term and short term strategies for each key objective as well as a number of actions for each of these strategies.

The Administration, at the scoping stage, determined to engage the assistance of two separate consultants to inform the strategic development of the economic development plan.

Hudson Howell Consultants were engaged to research and inform on the global, national, state and regional trends and keys issues that are relevant for Councils economic plan formulations. Further Hudson Howell undertook industry consultation with a focus on identifying regional strengths and weaknesses and competitive advantages along with industry's perception of key issues for the plan.

The Administration also engaged REMPLAN who provided a demographic and economic profile of the City. The economic analysis undertaken for the City defined regions of West Torrens, Western Adelaide, Greater Adelaide and South Australia taken from the 2016 Census and the 2016 ABS data available. This data has been instrumental in making a number of recommendations and policy directions in the plan.

Climate Impact Considerations

(Assessment of likely positive or negative implications of this decision will assist Council and the West Torrens Community to build resilience and adapt to the challenges created by a changing climate.)

There is no direct climate impact consideration in relation to this report.

Conclusion

In summary, the Administration sought to develop an Economic Development Plan which formalises the many economic development deliverables that Council already provides back to the Community.

The draft Economic Development Plan (EDP 2020-2025) attached to this report identifies the strategic vision for economic and business development in the City West Torrens and will contribute towards achieving the West Torrens' community vision, to be the best place to live, work and enjoy life by balancing the needs of business and residents. The draft EDP 2020-2025 has set the direction for the City of West Torrens from now until to 2025 as we continue to build economic opportunities for local businesses which is at the core of our economic development vision.

Following endorsement by Council, it is intended to undertake a 28 day public consultation process on the draft City of West Torrens Economic Development Plan 2020-2025 and then report the findings from the public consultation process back to Council as part of the formal approval process of the Economic Development Plan 2020-2025.

Attachments

1. Economic Development Plan 2020-2025

Economic Development Plan 2020 - 2025

March 2020





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Kaurna Acknowledgement

The City of West Torrens acknowledges that the Kaurna people and their descendants are still and will always be the first peoples of the land. The City of West Torrens commits to valuing and supporting the Kaurna people's inherent relationship to the land.

2 Economic Development Plan 2020 - 2025

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Document history

<i>Version</i>	<i>Date</i>	<i>Details</i>
1.0	September 2019	Draft for internal review
2.0	March 2020	Draft for review by Elected Council

Mayor's Message



Located between the city and the sea, West Torrens is a major economic contributor to our State with more than 5,000 individual businesses located within our city, including the highly significant Airport Business District at Adelaide International Airport.

Currently, West Torrens has an employment base in excess of 50,000. Our major employment hub, the Airport Business District, is situated right in the heart of our city and is home to around 8,000 employees that are further supported by an additional workforce of 22,000 off-site.

Further, our multicultural city (with residents originating from more than 90 countries around the world) offers a tasteful blend of heritage and modern architecture providing impressive lifestyle choices that, together with outstanding business attributes, makes West Torrens an unparalleled place to live, work, visit and invest.

As a city, we are focused on sustainable growth and development, diversifying our economy, strengthening our partnering relationships and fostering strong and vibrant communities.

We are very proud of our economic and cultural contribution to the State economy and as export markets continue to expand, we expect our economic development footprint to grow accordingly.

As a community, we look forward to building on our existing relationships, supporting new partnerships with our communities, businesses and investors as we strive to deliver the best positive outcomes for West Torrens.

A handwritten signature in black ink that reads "Michael S. Coxon". The signature is fluid and cursive, with a horizontal line underneath the name.

Michael S. Coxon, Mayor

Purpose

The City of West Torrens Council aims to enable city prosperity and encourage a thriving business environment which leads to a vibrant city. Strong leadership and a broad objective vision is required by Council to provide stewardship during this complex period in economic history.

West Torrens presents a highly desirable location for business and employment due to its close proximity to the Adelaide CBD and high level of road, rail and air transport accessibility.

The largest employee base in West Torrens, and indeed in South Australia, is Adelaide Airport Limited, employing approximately 8,000 people. Adelaide Airport and surrounds provide considerable retail and commercial activity and West Torrens is served by shopping centres both within and outside of its boundaries.

West Torrens has more jobs within its boundaries than residents in the labour force, meaning there is a net inflow of people coming into the regions each day to work.

Our mission is to build an economy that is diverse, adaptable, built on innovation and provides our communities employment opportunities.

This Economic Development Plan is framed by the City of West Torrens Community Plan and

State Government strategies, such as South Australia's Strategic Plan and the 30 Year Plan for Greater Adelaide.

The City of West Torrens Economic Development Plan (EDP) 2020 - 2025 is a key strategic document that sets a five year plan to deliver achievable and measurable actions through the following five key economic strategic areas:

- Strategy 1. A thriving business environment.
- Strategy 2. A vibrant city.
- Strategy 3. Innovation and digital evolution.
- Strategy 4. Regional collaboration.
- Strategy 5. Adelaide Airport Aerotropolis.

This EDP provides leadership and direction that facilitates new investment and fosters employment growth within West Torrens.

It will be used by the City of West Torrens to outline the socio-economic outcomes we seek to achieve over coming years and the strategies Council will implement to achieve these.

This plan also acknowledges the ongoing structural change in the global and Australian economy and the impact this has on West Torrens as an economy in transition, along with the challenges and opportunities this presents.

Demographics and economic profile

About West Torrens

Figure 1.1 West Torrens (C) Local Government Area

Location: West of Adelaide CBD

Area: 37.04 square kilometres

Population: 60,105 residents (2018 Australian Bureau of Statistics (ABS))

Population average annual growth rate 2007-2017: 0.9 per cent.

Census population density (residents / ha): 16.23 per hectare

gross regional product: \$180,884 million per capita gross regional product: \$115,720

Per worker gross regional product: \$146,723

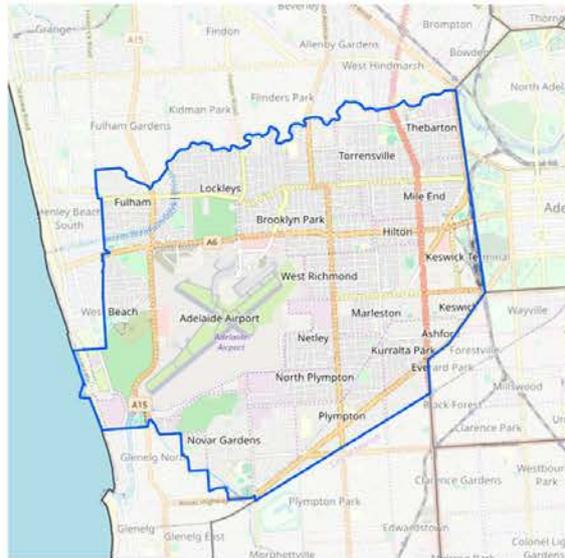


Figure 1.2 Western Adelaide
 West Torrens will be compared against the following benchmark regions:
 Western Adelaide is defined by the combined boundaries of the following local government areas: Charles Sturt (C), Holdfast Bay (C), Port Adelaide Enfield (C) and West Torrens (C).



Estimated resident population

The estimated resident population for West Torrens in 2018 is 60,105 residents.

Between 2007 and 2018, the population of West Torrens increased by 5,042 people or 9.3per cent while the annual average increase is estimated at 0.9 per cent per annum.

By comparison, Western Adelaide and South Australia increased by 12 per cent and 9.7per cent respectively between 2007 and 2017.

Population projections

Population projections for South Australian Local Government Areas are provided by the SA Department of Planning, Transport and Infrastructure and were last updated in 2016 and provide five-year projections for 2011 through to 2031.

By 2031, the population of West Torrens is projected to reach 68,025 residents.

Between 2011 and 2031, the population is expected to increase on average by 0.9 per cent per annum.

Compared to Western Adelaide and South Australia, West Torrens is anticipated to grow at a faster rate than is typical for a metropolitan

area but slower than growth in the West Adelaide area where growth is to be led by Charles Sturt and Port Adelaide Enfield.

The City of West Torrens has attracted much commercial interest in recent years. For example, World Park 01 at Richmond Road and the bulky goods centre at Mile End both originated from market demand for commercial space. In addition, development, such as the industry and factory direct outlets at Adelaide Airport and the Highway Inn proposal at the corner of ANZAC Highway and Marion Road is occurring outside of local government planning processes. This has resulted in the need for the City of West Torrens to acknowledge market trends and provide an appropriate framework within which to accommodate large employment generating developments of this nature. In recognition of the direct association between demand for commercial and industrial land and transport infrastructure, the State Government has also consulted with planning, transport industries and interest groups to draft the State's first Integrated Transport and Land Use Plan.



Economic development and West Torrens

Governments, trends and a regional approach

Local, regional and state role in economic development.

The City of West Torrens plays an integral role in facilitating economic growth and sustainability by partnering with community, business, State and Federal Governments.

Having a collaborative approach advocates for a cohesive and robust economy where shared outcomes can be achieved.

The climate Council is creating through its commitment to economic development provides the ability to influence industry investment, stimulate economic growth and adapt and respond to future declining or growth sectors.

Through the development of a well-planned economic strategy, Council's aim is not to work in isolation, but to harness the networks and partnerships actively involved in industry development both locally and regionally.

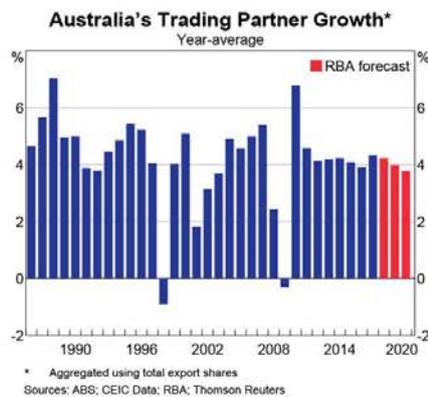
International Federal/State/Local Government trends

During the past 10 years there has been a significant amount of global economic uncertainty as recovery from the 2008 Global Financial Crisis (GFC) has been inconsistent. While Australia weathered the GFC somewhat better than most western economies, mounting government debt problems in the USA and Europe were still causing global concern.

Fast forward to 2019 and global economic indicators are positive, but with some clouds on the horizon.

Although growth has slowed in some economies, it remains above trend in the world's major advanced economies and most importantly for Australia's major trading partners.

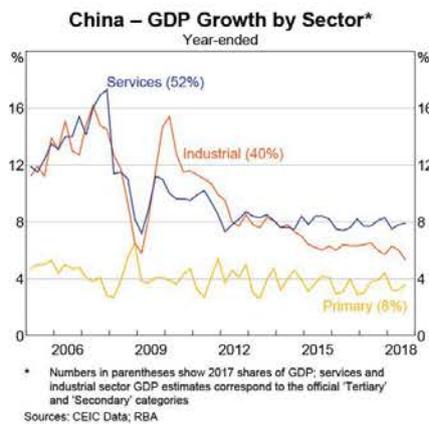
However, trade tensions between the US and China that have emerged during 2019 represent a risk to the global economic outlook. This is reflected in the Reserve Bank of Australia's growth forecasts for Australia's trading partners as shown in the following graph.



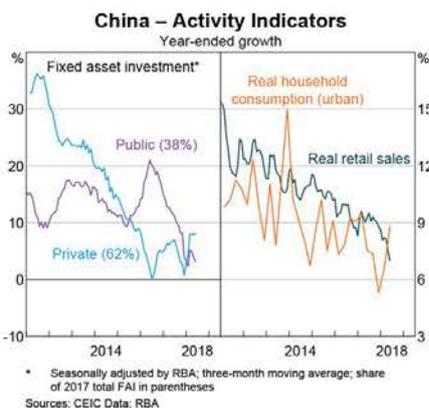
Source: Reserve Bank of Australia – Statement on Monetary Policy 2018 (Aug)



As shown in the following two graphs, Australia's major trading partner, China, has experienced a slowing of Gross Domestic Product (GDP) growth in recent years due mainly to diminishing government infrastructure spending and its impact on the industrial sector. Following these findings, the City of West Torrens has chosen to not participate further in State Government Trade Missions to China.



Source: Reserve Bank of Australia – Statement on Monetary Policy 2018 (Nov)



Source: Reserve Bank of Australia – Statement on Monetary Policy 2018 (Aug)

National trends

In view of the above global trends, there will be potential impacts on Australia's economy in terms of:

- export demand
- commodity prices
- exchange rates
- costs of funding.

However, in recent years Australia's economic conditions have been improving, supported by low interest rates, low inflation, low wages growth and a strong global economy.

A strong global economy has seen Australia's Terms of Trade remain strong in recent years, but are expected to see a gradual decline in coming years as import prices rise alongside global inflation and as commodity prices moderate on the back of slower global demand for Australia's resources.

In summary, domestic economic conditions have improved in recent years and continue to be supported by low interest rates and a strong global economy. There are, however, some key international and domestic issues that are expected to see subdued economic growth associated with inflationary and interest rate pressures during Council's EDP time-frame.

Economic development and West Torrens

State trends

South Australia's economic growth rate historically lags, and is generally lower than, the Australian average. South Australia's Gross State Product (GSP), estimated to grow by 2.25 per cent, grew by 2 per cent in 2017-18, compared with 2.8 per cent growth in Australia's GDP.

These forecasts are consistent with the preceding national economy assessment forecasting subdued economic growth associated with inflationary and interest rate pressures.

The following key issues, opportunities and challenges are expected during next five years of Council's EDP:

- Continuing slow population growth associated with an ageing population and continued interstate migration.
- Continued pressure on the State's manufacturing sector and associated jobs associated with the demise of the State's automotive assembly industry.
- New opportunities arising in the defence sector and downstream supply chain industries associated with new shipbuilding projects including frigates and submarines.
- Continued State Government investment in health, transport and energy infrastructure contributing some underlying growth in a subdued economy.
- With China's growth slowing, there may be slower growth in South Australia's tourism and international student attraction.

Against this background, the State Government in its 2018-19 Budget (4 September 2018) announced initiatives for businesses operating in South Australia designed to stimulate investment and growth including for example:

- Raising the payment threshold for state payroll tax to \$1.5 million in payroll from 1 January 2019.
- Introducing 'phased relief' in payroll tax for South Australian businesses with national annual taxable wage bills of between \$1.5 and \$1.7 million.
- Increasing the tax-free threshold applying to land tax from the current level of \$369,000 to \$450,000 from 1 July 2020. The top marginal tax rate for land tax will be reduced from 3.7per cent to 2.9per cent for properties valued between \$1.2 million and \$5 million.



Regional approach

Western Alliance – Building Western Adelaide

In November 2015, the Western Alliance was formed between the Cities of West Torrens, Charles Sturt, Holdfast Bay and Port Adelaide Enfield.

The Chief Executive Officers and key staff from each Council participated in developing the 'Building Western Adelaide Strategy' and subsequently endorsed the strategy with a Memorandum of Understanding for regional collaboration.

The Strategy identified a number of objectives which seek to facilitate local employment opportunities and economic development outcomes for the Western Region.

The Western Alliance seeks to formally engage with State and Federal Governments, Western Business Leaders Group and other key stakeholders to further develop the strategy to implement and support many of the initiatives identified.

The population of the Western Region is just over 335,000 (2016), representing about a quarter of the total Greater Adelaide population.

Western Adelaide regional economy represents 22 per cent of the State's jobs (167,000) and 25 per cent of the State's economic output (\$51 billion).

Adelaide Business Hub

As South Australia's inaugural business advisory service, the Adelaide Business Hub provides three key services for small businesses across Adelaide focusing on northern and western Adelaide:

- Business Incubator: innovation, growth and jobs.
- One-on-one consulting for business solutions.
- Partnerships with Local, State and Federal Governments to deliver projects that benefit businesses.

The one stop Hub is supported by a team of business professional who are clear thinking, well connected proactive people there to support and assist South Australian businesses.



Economic Development Plan 2020 - 2025 11

Economic development and West Torrens

What is economic development?

Economic development can be defined through the standard of living and creation of jobs, attracting and maintaining business activity and the support of innovation by involving a multifaceted approach often with Federal, State and Local Governments and industry bodies.

Much of this can be defined through job creation, investment in a region, quality of life through access to education systems, transport networks, improved infrastructure and social and environmental sustainability.

This EDP has been guided by the consideration of three key questions:

1. What should Council's role be in supporting economic development?
2. In considering Council's role, are there any particular sectors within the local economy which we should have a more strategic focus on, and if so, why?
3. In considering Council's role and our current service levels, are there any areas in which we are under/over servicing, or do we have any strategic gaps in our service delivery?

The four key outcomes for the service of economic development are:

1. Facilitate strong and resilient business growth.
2. Increase the diversification of West Torrens' industries and job profiles.
3. Facilitate and support the creation of local jobs for West Torrens' residents.
4. Encourage workforce participation and employment for West Torrens' residents.

Recommended future direction

The future direction for the economic development service of Council is:

- A strategic refocus of existing resources achieving more targeted outcomes to support job growth in West Torrens.
- The continuation of regionalisation of economic development across Western Adelaide to achieve improved efficiency and reach of services.
- A strategic focus on the value of Adelaide Airport to West Torrens as an area.



Economic development and West Torrens

City of West Torrens Economic Development Plan (EDP)

It is important we recognise the positive attributes of West Torrens and the unique opportunities that exist. While predominantly residential, the city is supported by strong industrial precincts, together with retail and commercial centres.

As mentioned earlier, Council has identified five key economic strategic focus areas that ensure a diverse and resilient local economy.

- Strategy 1. A thriving business environment.
- Strategy 2. A vibrant city.
- Strategy 3. Innovation and digital evolution.
- Strategy 4. Regional collaboration.
- Strategy 5. Adelaide Airport Aerotropolis.



Strategy 1: A thriving business environment

Objective: Encourage economic growth and productivity.

Long-term strategy: Sustain economic growth and productivity.

Short-term strategies:

- Develop partnership arrangements and networking opportunities with economic development agencies and key business sectors in the city.
- Support the development and growth of local business and jobs, including tourism and export opportunities.
- Investigate opportunities for Council to support local businesses.
- Invest in more socially, economically and environmentally sustainable technologies, facilities and services.

Key initiatives:

- Host or facilitate forums, networking and training and support for new and existing businesses.
- Investigate grants and other funding options to assist local businesses.
- Explore procurement opportunities which will benefit local businesses.
- Investigate 'circular economy' opportunities.



Economic development and West Torrens

Strategy 2: A vibrant city

Objective: City growth, vibrancy and culture comes when everyone participates in city life.

Long-term strategy: Foster a vibrant and inviting city.

Short-term strategies:

- Embrace emerging technology to meet the evolving needs of our residential and business communities.
- Identify and promote the distinct identity of West Torrens.
- Create vibrant suburban precincts.
- Develop and enrich the visitor experience.
- Investigate increasing our cultural activities and events offering to build community wellbeing and economic viability.

Key initiatives:

- Maintain an advocacy and lobbyist role with State and Federal Governments.
- Ensure Council plans and projects consider economic development opportunities.
- Joint project initiatives - identified and pursued.
- Develop new and diverse income streams.
- Increase the amount of green infrastructure within the city.
- Investigate 'main street' opportunities in the city.
- Identify and cultivate investment sectors for the old Adelaide University Site, and the Coca Cola Amatil site Thebarton.
- Update the transport study for whole of city.
- Explore Golf tourism based on the two highly rated courses in the Council area.
- Investigate export ready programs.



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Strategy 3: Innovation and digital evolution

Objective: Ensuring the City of West Torrens Council embraces innovation and digital evolution for the betterment of the community.

Long-term strategy: Create opportunities that develop the competencies, skills and capacity of businesses and organisations that instils a digital culture and leads to innovation and sustainable outcomes for a vibrant and connected community.

Short-term strategies:

- Encourage new businesses to relocate to West Torrens.
- Complement government and private sector infrastructure to bring the internet to city users in public spaces.
- Use smart technologies to activate the public realm.
- Facilitate growth of the 'new' digital economy across the business, cultural, artistic, recreational and educational sectors.
- Build alliances across different sectors, community and industry groups using digital technologies.
- Use online and social media to engage with services and projects with the community.

Key initiatives:

- Investigate establishing Smart Cities precinct.
- Investigate establishing a digital hub/s.
- Investigate provision of infrastructure for electric vehicles.
- Investigate fast broadband to industrial precincts.
- Promote access to NBN to all businesses and residents for connection to digital services.



Economic development and West Torrens

Strategy 4: Regional collaboration

Objective: To form and maintain cooperative relationships among local governments and stakeholders to collaborate on complex challenges.

Long-term strategy: Incorporate collaborative regional approaches where shared outcomes can be achieved for a cohesive and robust West Torrens economy.

Short-term strategies:

- Participate in economic development activities in collaboration with other Local and State Government organisations, including regional alliances.
- Continue collaborating on current regional and Western Business Leaders Group projects.
- Identify what is needed locally to deliver long-term development that meet local needs.
- Investigate innovative solutions to procurement or shared service delivery that will improve the social, economic and environmental sustainability of western region councils.
- Develop partnership arrangements and networking opportunities with education and training providers.

Key initiatives:

- Develop University and Secondary School linkage programs.
- Build upon the alliance with the City of Adelaide for the development of tourism and infrastructure.
- Develop opportunities for digital connectivity and wayfinding.
- Develop a Western Alliance economic development strategy.
- Provide free business advisory referrals through Adelaide Business Hub Advisory Service.
- Promote Western Business Leaders Group business network program.
- Identify key regional projects by industry sector.



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Strategy 5: Adelaide Airport Aerotropolis

Objective: By leveraging the economic benefits of the Adelaide Airport upgrade and expansion, the Airport will become an integrated city equal to the successful aerotropolises around the world.

Long-term strategy: To focus on the growth around Adelaide Airport and the delivery of visitor servicing across West Torrens to increase visitor stay and spend.

Short-term strategies:

- Leveraging against growth at Adelaide Airport while increasing awareness for residents, intrastate, interstate and international visitors of West Torrens as a quality visitor destination.
- Explore opportunities with the Adelaide City Council on way finding and consistent city signage.
- Investigate the clustering of additional complementary businesses.
- Investigate opportunities for visitors to stay and spend in West Torrens at either end of their visit.

Key initiatives:

- Complementing Adelaide Airport's Masterplan.
- Promoting the benefits of the Airport's services to local businesses.
- Enhancing the visitor experience by assisting in facilitating job growth in the visitor economy to diversify the visitor experience.
- Develop tourism innovation and sustainability partnership opportunities.
- Facilitate opportunities for consultation and partnerships.
- Support opportunity for Export and Trade.
- Support opportunity for transportation links to and from Adelaide Airport.



Economic development and West Torrens

Gross Regional Product

Gross Regional Product is the total value of final goods and services produced in the region during the period of one year.

West Torrens

The Gross Regional Product for West Torrens (C) for 2017 is estimated at \$6.7 billion. This represents 29.3 per cent of Western Adelaide's Gross Regional Product, 8.2 per cent of Greater Adelaide (GCCSA)'s gross product and 6.5 per cent of South Australia's gross product.

Output

The output generated by the West Torrens' economy is estimated at \$15.162 billion.

Manufacturing accounts for \$3.221 billion followed by transport, postal and warehousing (\$2.219 billion) and construction (\$1.668 billion).

At a detailed sector view, West Torrens has a diversified portfolio of manufacturing sectors led by aircraft manufacturing (\$337.246 million), paper product manufacturing (\$274.197 million), polymer product manufacturing (\$210.841 million) and human pharmaceutical product manufacturing (\$200.281 million).

Due to the presence of Adelaide Airport, the Air and Space Transport industry contributes \$1.166 billion directly to West Torrens Transport, Postal and Warehousing sector.

Adelaide Airport

The Adelaide Airport, which represents a significant share of the West Torrens' economy, contributes \$2.463 billion to local output (16.2 per cent of total output).

The majority of the output value supported by the Airport is associated with the Transport, Postal and Warehousing industry at a value of \$1.435 billion, or 58.2 per cent, of total output produced at the Airport as well as 64.7 per cent of total Transport, Postal and Warehousing output produced in West Torrens.

Five year change

During the past five years, the output in West Torrens as declined from \$15.853 billion to \$15.162 billion. This is equal to a 4.4 per cent decrease in output.

The hardest hit sector was manufacturing, which lost \$1.066 billion in output. However, the loss suffered by manufacturing was softened by growth in other sectors.

These included:

- Construction (+\$278.557 million).
- Transport, postal and warehousing (+\$155.108 million).
- Health care and social assistance (+\$129.261 million).
- Rental and hiring (+\$107.836 million).

The hardest hit manufacturing sub-sectors in Western Torrens were:

- Specialised and other machinery and equipment manufacturing (-\$193.177 million).
- Structural metal product manufacturing (-\$130.979 million).
- Basic chemical manufacturing (-\$129.943 million).
- Soft drinks, cordials and syrup manufacturing (-\$99.930 million).

Despite the overall decline in manufacturing, some manufacturing sub-sectors grew over the five past years:

- Paper product manufacturing (+\$138.855 million).
- Beer manufacturing (+\$70.778 million).
- Cleaning compounds and toiletry preparation manufacturing. (+\$21.335 million).

Regional exports

Regional exports data represents the value of goods and services exported outside of the region that have been generated by industry sectors within the region.

West Torrens

The total regional export estimate for West Torrens is \$6.704 billion.

The manufacturing sector has the highest level of regional exports at \$1.980 billion, followed by transport, postal and warehousing (\$1.647 billion) and electricity, gas, water and waste services (\$778.524 million). These top three sectors are responsible for 65.7 per cent of West Torrens' exports.

Adelaide Airport

Adelaide Airport contributes \$1.726 billion in exports to West Torrens; this is again driven by transport, postal and warehousing sector activity which contributes 69.6 per cent of Airport exports and 72.9 per cent of total transport, postal and warehousing sector exports in West Torrens.

Five year change

During the past five years, exports from West Torrens has declined by \$545.522 million from \$7.249 billion to \$6.704 billion. This is equal to a 7.5 per cent decrease in exports.

Decline in manufacturing led to most of the decline in exports in West Torrens with \$549.227 million less goods and services exported by the sector between five years ago and now. However, the loss suffered by manufacturing was softened by growth in other sectors.

These included:

- Transport, postal and warehousing (+\$74.744 million).
- Other services (+\$40.284 million).
- Health care and social assistance (+\$36.222 million).



Economic development and West Torrens

Local expenditure

Local expenditure data represents the value of intermediate goods and services purchased by local industry sectors within the region.

A high level of local expenditure on intermediate goods and services proportionate to total output is indicative of well-developed local supply chains and also that any expansion in this sector would typically deliver broad based benefits for the region's economy.

West Torrens

The total local expenditure estimate for West Torrens is \$4.885 billion. The construction sector has the highest level of local expenditure, purchasing \$917.580 million on locally sourced goods and services followed by electricity, gas, water and waste services (\$736.398 million) and manufacturing (\$733.312 million).

Adelaide Airport

The economic activity at the Adelaide Airport purchases \$687.983 million from goods and services sourced from elsewhere in West Torrens. Transport, postal and warehousing purchases the majority of goods and services from elsewhere in the city.

Five year change

The profile of local expenditure by industry in West Torrens has seen \$121.453 million (2.4 per cent) less being spent locally than five years ago. Reduction in manufacturing led to most of the decline, however, a higher level of construction activity saw a massive boost of local expenditure by the construction industry.

The top increases in local expenditure included:

- Transport, postal and warehousing (+\$74.744 million).
- Other services (+\$40.284 million).
- Health care and social assistance (+\$36.222 million).



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Regional imports

Regional imports data represents the value of goods and services imported from outside of the region.

West Torrens

The total regional import estimate for West Torrens is \$3.858 billion. The manufacturing sector represents 47.1 per cent of total imports with a value of \$1.817 billion.

Within the manufacturing sector, the transport equipment and parts manufacturing sector imports \$345.462 million (9 per cent of total region imports) followed by technical equipment and appliance manufacturing at \$320.180 million (8.3 per cent of total region imports).

Imports reflect demand in the area's economy for goods and services not supplied locally and therefore represent 'gaps' in local supply chains. Imports from the rest of Australia have the potential to reflect opportunities for import replacement, increased value-adding and supply chain development.

Approximately, \$1.958 billion of West Torrens' imports are from elsewhere in Australia, while the remaining \$1.9 billion is imported from overseas.

Adelaide Airport

Adelaide Airport imports \$944.044 million into West Torrens; this is again driven by transport, postal and warehousing sector activity which contributes 59 per cent of airport imports and 79.8 per cent of total transport, postal and warehousing sector exports in West Torrens.

Five year change

During the past five years, imports to West Torrens declined by \$488.460 million (11.2 per cent) reflective of the shrinking manufacturing sector requiring less inputs into production. Reduction in manufacturing led to the majority of this decline with \$420.125 million less goods and services imported by the sector.

Economic development and West Torrens

Value-added

Value-added is a key economic metric which estimates the marginal economic value-added by an industry in a defined region.

West Torrens

The total value-added by the West Torrens economy is estimated at \$6.419 billion. Transport, postal and warehousing contributes the highest value-added (\$797.901 million), followed by manufacturing (\$669.969 million) and electricity, gas, waste and waste services (\$647.377 million).

Adelaide Airport

The Adelaide Airport contributes \$830.932 million (12.9 per cent) in value-add of the city's total value-add. Approximately 52.9 per cent is supported by activity in the transport, postal and warehousing sector.

Five year change

The value contribution of West Torrens has also shrunk during the past five years alongside the contraction in manufacturing but less impacted than other economic indicators with a 1.3 per cent decline in value-add over the past five years.

Decline in manufacturing led the majority of the slump to value-add in West Torrens with a loss of \$266.147 million but this was softened by increases in value-add in health care and social assistance (+100.563 million) and rental, hiring and real estate services (+\$89.926 million).



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Employment

Employment data represents the number of people employed by businesses / organisations in each of the industry sectors in a defined region.

West Torrens

The total employment estimate for West Torrens in 2016 was 45,664 jobs. The top three largest employing sectors were:

- Transport, postal and warehousing (5,695 jobs).
- Health care and social assistance (5,530 jobs).
- Manufacturing (4,966 jobs).

Adelaide Airport

The Adelaide Airport contributes 6,154 jobs (13.5 per cent) to West Torrens of total jobs in West Torrens. Approximately 45.2 per cent of the jobs supported by the Airport are associated with the transport, postal and warehousing and contribute towards as 48.9 per cent of total transport, postal and warehousing employment produced in West Torrens.

Five year change

During the past five years, there were 16 jobs lost to the region. Despite this, there was a significant economic restructuring away from industrial employment to service-based employment. The airport also provided a significant source of employment growth for the region. The largest increase in jobs between 2011 and 2016, were in the industries of:

- Health care and social assistance (+1,034 jobs).
- Transport, postal and warehousing (+561 jobs).
- Construction (+533 jobs).

The largest declines in employment occurred in the following sectors:

- Manufacturing (-1,569 jobs).
- Wholesale trade (-702 jobs).
- Financial and insurance services (+542 jobs).

Of the 45,664 persons who work in West Torrens, 6,479 persons (14.2 per cent) also live in the city while 39,185 persons live elsewhere (85.8 per cent).

Table 4.1 - Local workforce, West Torrens, 2016

Source: REMPLAN Economy

	Persons	Share of total
Work and live in region (self-sufficiency)	6,479	14.2 per cent
Work in region, live elsewhere (import of skills)	39,185	85.8 per cent
Work in region	45,664	100 per cent

Table 4.2 - Employed Residents, West Torrens, 2016

Source: REMPLAN Economy

	Persons	Share of total
Work and live in region (self-containment)	6,479	24.2 per cent
Live in region, work elsewhere (export of skills)	20,329	75.8 per cent
Live in region	26,808	100 per cent

Economic development and West Torrens

Given the highly integrated municipalities in Adelaide, West Torrens has a self-containment rate of 14.2 per cent. This indicates the proportion of the local workforce is sourced from within the region itself (see table 4.1).

The most common local government area of usual residence for workers in West Torrens is Onkaparinga Council, where 6,556 workers commute to the city on a typical work day.

This is followed by West Torrens itself where 6,479 residents work within the city, trailed by Charles Sturt Council where 6,268 workers commute to the city on a typical work day.

Graph 4.1 - West Torrens Workforce by LGA of Usual Residence, 2016 - shows the top places of usual residence for West Torrens workers.

An estimated 26,808 residents of West Torrens are employed. Of these, 6,479 (24.2 per cent) both work and live in the region, while 20,329

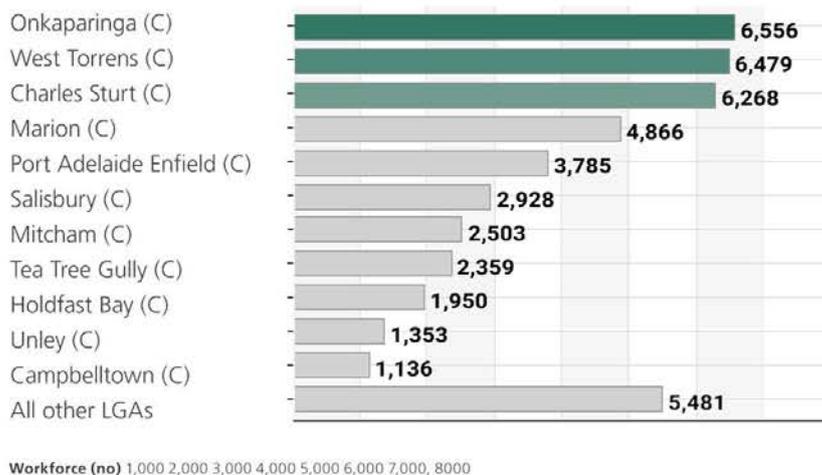
(75.8 per cent) live in the region but work elsewhere. With a self-containment rate of 24.2 per cent, under a quarter of employed residents work within West Torrens (Table 4.2).

The most common local government area that West Torrens residents work in is the City of Adelaide, where 7,649 residents commute for employment on a typical work day. West Torrens is the second highest place of employment for residents of the city.

More workers commute to West Torrens than West Torrens residents work elsewhere.

The City of Onkaparinga City provides a net movement of 6,196 workers into West Torrens, followed by the City of Marion which provides 3,803 workers, while Charles Sturt City provides 3,444.

Graph 4.1 - West Torrens Workforce by LGA of Usual Residence, 2016





Movement of workforce

Movement of workforce by industry

Of the 45,664 persons who work in West Torrens, the majority of workers live outside the region. However, there are industries of employment that are more or less likely to attract commuter employment than other industries which attract local residents. This can be caused by the availability or deficit of skills and other population characteristics from local residents.

In West Torrens, industries where workers are more likely to reside inside the city are:

- Accommodation and food services.
- Professional, scientific and technical services.
- Retail trade.
- Health care and social assistance.

Industries where workers are more likely to commute to West Torrens include:

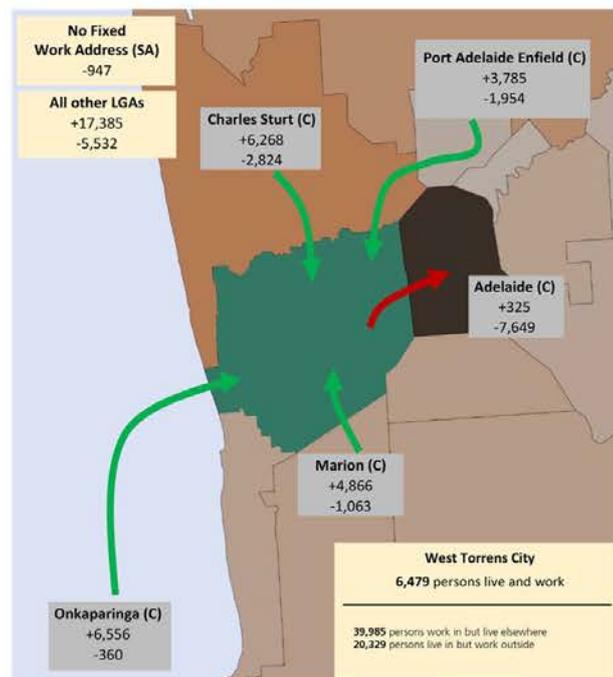
- Manufacturing.
- Transport, postal and warehousing.
- Public administration and safety.
- Electricity, gas, water and waste services.

Movement of workforce by occupation

In West Torrens, more traditionally less skilled and manual occupations are likely to live and work in West Torrens; these include:

- Labourers.
- Community and personal workers.
- Sales workers.

Figure 4.3 Key Movement of Workers



Economic development and West Torrens

On the other hand, workforce associated with the following occupations are more likely to live elsewhere:

- Clerical and administrative workers.
- Managers.
- Machinery operators and drivers.

Movement of employed residents by industry

Of the 26,808 employed persons who live in West Torrens, more than two thirds of workers are employed outside of West Torrens. However, there are specific industries of employment that are more likely to attract resident employment than other industries which attract local residents.

In West Torrens, industries where employed residents are more likely to work inside the city are:

- Transport, postal and warehousing.
- Retail trade.
- Manufacturing.

Industries where workers are more likely to commute to West Torrens include:

- Public administration and safety.
- Education and training.
- Health care and social assistance.

Movement of employed residents by occupation

Various workers are more or less likely to work in West Torrens based on their occupation. In West Torrens, more traditionally low less skilled and manual occupations are likely to live and work in West Torrens; these are:

- Sales workers.
- Technicians and trades workers.

On the other hand, employed residents associated with the following occupations are more likely to work elsewhere.

- Professionals.
- Community and personal service workers.



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Employment benchmarks

The following section benchmarks the workforce of West Torrens against Western Adelaide and Greater Adelaide (GCCSA). Change in the workforce profile between 2011 and 2016 has also been analysed.

Workers by age

The median age for workers in West Torrens is 42 years compared to 42 years and 41 years for Western Adelaide and Greater Adelaide (GCCSA) respectively. Overall, the age profile of workers in West Torrens is similar to both Western Adelaide and Greater Adelaide (GCCSA) but has a slightly higher representation of persons aged between 25 and 54 years.

Workers by occupation

The most common occupation in West Torrens is clerical and personal service workers at 16.98 per cent of the workforce. This contrasts with Western Adelaide and Greater Adelaide where technicians and trade workers and professionals are dominant respectively.

Workers by qualifications

West Torrens workers are more educated than Western Adelaide's workers with 62.2 per cent of workers with formal qualifications compared to 60.3 per cent for Western Adelaide.

Employed residents by age

The median age for employed residents in West Torrens is 39 years compared to 40 years and 41 years for Western Adelaide and Greater Adelaide (GCCSA) respectively.

There is a noticeable over-representation of persons aged 25-34 years resident in West Torrens compared to both Western Adelaide and Greater Adelaide (GCCSA) and has a slightly lower representation of persons aged over 44 years.

Employed residents by qualifications

West Torrens residents are more likely to hold university and equivalent qualifications than vocational qualifications than Western Adelaide and Greater Adelaide workers.

This is reflected in the high proportion of residents whose occupation is classified as professional.

Economic development and West Torrens

Informing our strategic priorities

The City of West Torrens takes an active role in identifying the future needs and aspirations of business located in the region.

Businesses have a key role to play in shaping the future of employment, access to goods and services, co-location and clustering of businesses and expanding the range of amenities and vibrancy of a retail precinct.

Phil Hudson from Hudson Howells Consulting was engaged to conduct a business confidence survey across all industry sectors in West Torrens during November 2018. They are a consultancy with extensive experience in the design and implementation of research projects and have worked closely with the City of West Torrens.

Consultation

Thirty five corporates/organisations were contacted and offered the opportunity to participate in the industry consultation. This industry consultation tells us that our businesses believe that our economic strengths are:

- Strong retail offering.
- Beneficial industrial zoning.
- Thebarton Biotech Hub and incubator precinct.
- Access to retail and convenience shopping – improves work/life balance.
- Diverse economy.
- Western region approach to economic development.
- Coastal access.
- Council's proximity to a range of tourism, recreation and sport attractions.

- Access to Adelaide Airport including proximity to businesses for interstate and international business visitors.
- Adelaide Airport – a major employment generator.
- Access to business accommodation including Adelaide City and the Airport.
- Good access to Port Adelaide for shipping services.
- Excellent sporting facilities.
- Access to southern and northern suburbs.
- Access to Council via the North South Expressway.
- West Thebarton Road upgrade.
- Phillips Street (Queen Street to Port Road) upgrade.

Key challenges for West Torrens according to our businesses:

- Improving employment access for residents.
- Recognising the importance of Adelaide Airport as an employment generator and hub for associated business investment.
- Improving provisions and access to training and skills development for residents.
- Recognising the need to encourage generation of new job opportunities to meet the needs of a growing population and that stimulate greater employment sustainability in the region and improved access of local jobs.



Businesses consulted have identified that the business and economic weaknesses are:

- High council rates.
- Adelaide Airport curfew
- Road infrastructure and access to Adelaide Airport.
- Road access to some businesses including Railway Terrace and back roads.
- Lack of engagement with Council on economic development.
- Lack of rate incentives/reductions for businesses.
- The decline of some key local industries (e.g. sport – golf, bowls, etc).
- Ongoing South Road congestion.
- Car parking in community areas.
- Torrens River/Brickworks Markets gardening and overgrown vegetation.
- No activation or plan for the old market kiln.
- Traffic access to Brickworks Markets.
- Disruptive road works, especially West Thebarton Road.
- Loss of Tech in SA from Thebarton.

Major issues and trends for business development are:

- Ageing population.
- Commercial opportunity for external signage facing South Road.
- Taking advantage of export opportunities.
- Council region competitive advantages.
- Proximity to Adelaide Airport.
- Proximity to business and tourist accommodation.
- Proximity to the CBD.
- Location between the city and coast.
- The heritage nature and historical iconic relevance of the Brickworks kiln is very significant.

Drivers of future economic development in the West Torrens region:

- Defence (companies seeking head offices).
- Federal Government defence spending triggering private sector investment.
- Advanced manufacturing.
- Aerospace.
- Cyber security.



Economic development and West Torrens

- Artificial intelligence.
- Digital disruption.
- Tourism.
- Sport/events.
- Health.
- Seniors living and services.
- Creative industries.
- Education.
- Renewables.
- The decline of manufacturing.
- Residential development.
- Construction sector.
- Industry and business development opportunities.
- Aviation business development.
- Golf tourism based on the two highly rated courses in the Council region.
- Better use of regional facilities for business conferences, meetings etc. (e.g. Golf Clubs).
- Attraction of major events to the region taking advantage of the excellent sporting facilities.
- Working regionally through the Western Region alliance, stronger together.
- Working collaboratively to avoid duplication, assist with strengths and promoting Western Adelaide as a great place to do business.
- Supporting residential communities.
- Increased densities can have noise impacts on the community.
- Planning policies should include the National Airports Safeguarding Framework.
- Airports should be protected to ensure that development does not compromise aircraft safety in operational airspace, avoids increasing risk to public safety in public zones and that development mitigates adverse impacts of aircraft noise and is compatible with forecast levels of aircraft noise.
- Golf course noise and its impact on contiguous residential zones, especially early morning golf course preparation.
- Additional residential growth within the area would benefit our sales growth. Higher density housing would also see greater population growth within the area.
- Increased residential densities have been increasing foot traffic and sales.
- Greater residential development has led to better services for local businesses.
- Increase in residential density can help to support the provision of public transport along strategic routes which will help to strengthen the appeal of living in Western Adelaide and draw more residents to the area.
- An increase in residential density provides a variety of housing stock which assists in meeting the needs of the community. It also helps to support the growth of small business through the provision of services and construction jobs.



Challenges and opportunities for Council

Economic development is not widely understood by the community at large and as reported earlier can be defined through the standard of living and creation of jobs, attracting and maintaining business activity and the support of innovation.

The research and consultation undertaken indicate some important trends and considerations for Council's EDP.

While global, national and state socio-economic trends and forecasts indicate steady economic conditions but with potentially subdued growth prospects in coming years, industry, land use and infrastructure are changing in West Torrens as reflected in the industry consultation.

This presents both opportunities and challenges for Council including, for example:

- Improving road infrastructure delivering better access and business efficiencies, but causing disruption during construction.

- Transition to higher density housing increasing demand, business opportunities and a better work/life balance, but having associated noise concerns for local businesses and residents.

These infrastructure and residential changes are being accompanied by changes in industry structure and land uses, with a move towards higher value added manufacturing and higher value land use (e.g. technology precincts and higher density residential).

Key future growth industries recommended for consideration in Council's economic development strategy include:

- Defence, tourism, sports and events and advanced manufacturing and technologies.
- Health, seniors living and aged care services.



Economic Development Plan 2020 - 2025 33

Economic development and West Torrens

Development and growth of these industries will also be driven by Council's key economic strengths for investment and business attraction including:

- Access to Adelaide Airport including proximity to businesses for interstate and international business visitors.
- Adelaide Airport – A major employment generator with strong regional multiplier and supply chain effects.
- An improving lifestyle with access to retail and convenience shopping improving work/life balance.
- Quick and easy access to business accommodation including Adelaide City and the Airport.
- Good access to Port Adelaide for shipping services.
- Improving road infrastructure.

Given the above, and the preceding economic analysis, there are many other important issues that will need to be considered alongside the external economic analysis in Council's economic strategy formulation.

It is recommended that Council give consideration to the following in its economic development strategy:

- The potential for industry clusters and cluster development within West Torrens and potentially in collaboration with adjoining

councils. For example, defence, tourism, advanced manufacturing and technologies, health, aged care and seniors living.

- Council place-making in support of the above clusters.
- International business, export market development and investment initiatives in support of these clusters, potentially in collaboration with the State Government and neighbouring councils.
- Economic and urban development initiatives that support a younger demographic profile including, for example, the attraction of education institutions, provision of student accommodation and associated entertainment precincts. Tourism initiatives that take advantage of the city's tourism assets – tours, festivals, events, signage.
- Strengthen strategic transport freight links such as the North South Corridor

Finally, and implicit in many of the above initiatives, a strong correlation between the city's economic and urban development strategies is essential. It will be important, for example, for future planning to reflect economic development priorities and clusters to achieve long-term economic growth in West Torrens.

Conclusion

The City of West Torrens Economic Development Plan 2020 - 2025 (EDP) is a key strategic document that sets a five year plan to deliver achievable and measurable actions through five key economic strategic areas.

The EDP supports prioritisation of projects and programs through the five key strategic action areas that will enhance and cement our competitive advantage into the future, by looking to help build prosperity and encourage economic development.

Further, it looks to encourage a thriving business environment to promote economic growth and sustain economic development.

This plan strongly recognises the importance of community involvement as it is the cornerstone to city growth, vibrancy and culture and how community involvement is the crucial element in fostering an exciting and inviting city. With the focus on embracing innovation and digital evolution for the betterment of the community, regional collaboration and by leveraging the economic benefits of the Adelaide Airport upgrade, this plan seeks to create opportunities that develop skills and capacity of businesses for a connected vibrant community.

Resources

REMPAN Modelling and Analysis System, developed by REMPLAN utilises the following sources:

2016 ABS Census Journey to Work Employment Data (Scaled); 2015 / 2016 ABS National Input Output Tables;

June 2017 ABS Gross State Product;

Area specific data for West Torrens, Western Adelaide, Greater Adelaide (GCCSA) and South Australia.

Population Projections:

South Australia Government Department of Planning, Transport and Infrastructure, Population Projections for South Australian Local Government Areas, 2011-31, 2016 Release

Population Data:

ABS Catalogue number 3218.0 "Population Estimated by Local Government, 2007 to 2017".

Workforce and Employed Resident Overview:

2011 and 2016 Scaled Census Data for the West Torrens, Western Adelaide, Greater Adelaide (GCCSA) and South Australia.

Employment data by: Industry, Occupation, Age, Level of Education.



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17.3 Amendment of Section 41 Committee Terms of Reference

Brief

This report proposes an additional clause be included in the Terms of Reference of all four of Council's General Committees (section 41).

RECOMMENDATION

It is recommended to Council that it approves the amended Terms of Reference, as attached, for the following section 41, General Committees of Council:

- a. City Advancement and Prosperity General Committee (**Attachment 1**);
- b. City Facilities and Waste Recovery General Committee (**Attachment 2**);
- c. Audit General Committee (**Attachment 3**);
- d. Chief Executive Officer's Performance Review Committee (**Attachment 4**).

Introduction

At its 19 November 2019 meeting, Council resolved that a report be provided that gives entitlements for an Elected Member, who has not been appointed to a Section 41 Committee (Committee) established by Council under the *Local Government Act 1999*, to attend and participate in a meeting of that Council committee by the way of speaking and asking questions but with no entitlements to debate or vote.

Discussion

To remove any ambiguity relating to Elected Member attendance, the following Committee Terms of Reference (ToRs) have been amended:

- City Advancement and Prosperity General Committee (**Attachment 1**);
- City Facilities and Waste Recovery General Committee (**Attachment 2**);
- Audit General Committee (**Attachment 3**);
- Chief Executive Officer's Performance Review Committee (**Attachment 4**).

To effect the requirements of Council, there is only one amendment required to each of the ToRs of the City Advancement and Prosperity Committee and the City Facilities and Waste Committee which is the inclusion of the following clause:

"An Elected Member who is not a duly appointed member as listed in clause 3.1, nor is attending as a proxy member pursuant to clause 3.6 may attend a committee meeting, with the right to speak and ask questions relating to motions but not debate or vote on motions."

As there are no provisions for proxy member attendance in either the Audit General Committee Terms of Reference or the Chief Executive Officer's Performance Review Committee ToRs, the inclusion has been modified, with the same intent, to read:

"An Elected Member who is not a duly appointed member as listed in clause 3.1, may attend a committee meeting, with the right to speak and ask questions relating to motions but not debate or vote on motions."

The proposed inclusion to each of the ToRs are shown as tracked changes.

As both the City Finance and Governance Standing Committee and the City Services and Climate Adaption Standing Committee have a membership comprised of the full elected body, a change to the ToRs is not required.

Conclusion

The Section 41 Committee Terms of Reference have been amended to include an additional clause giving entitlements for an Elected Member to attend and participate in a Committee meeting by way of speaking and asking questions but with no entitlements to debate or vote.

Attachments

1. **City Advancement and Prosperity Committee - Amended Terms of Reference**
2. **City Facilities and Waste Recovery General Committee - Amended Terms of Reference**
3. **Audit General Committee - Amended Terms of Reference**
4. **Chief Executive Officer's Review Prescribed General Committee - Amended Terms of Reference**

CITY OF WEST TORRENS

**CITY OF WEST TORRENS****Terms of Reference****CITY ADVANCEMENT AND PROSPERITY
GENERAL COMMITTEE****PREAMBLE**

A Committee of Council may be established by resolution of the Council.

Section 41 of the *Local Government Act 1999* (Act) empowers a Council to establish committees to:

- assist the Council in the performance of its functions;
- enquire into and report to the Council on matters within the ambit of the Council's responsibilities;
- provide advice to the Council;
- exercise, perform or discharge delegated powers, functions or duties.

The establishment of a Committee does not derogate from the power of the Council to act in a matter.

1. ESTABLISHMENT

Pursuant to s41 of the *Local Government Act 1999* (the Act) the Council has established a committee to be known as the 'City Advancement and Prosperity General Committee' (referred to in these Terms of Reference as 'Committee').

2. OBJECTIVES

The primary objective of the Committee is to assist the Council in exercising due care, diligence and skill in discharging its oversight and monitoring responsibilities as well as enquiring into and reporting to the Council in relation to the following matters:

- 2.1. strategic asset management;
- 2.2. economic development;
- 2.3. corporate planning;

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- 2.4. Planning and Design Code
- 2.5. corporate performance;
- 2.6. corporate policy;
- 2.7. strategic land use policy;
- 2.8. community land management plans;
- 2.9. community grants;
- 2.10. partnership grants;
- 2.11. community engagement;
- 2.12. Civic awards;
- 2.13. Australia Day awards;
- 2.14. festivals and events;
- 2.15. any other matter which is within the powers and functions of the Council and which is referred to the Committee of Council by the Council.

The Committee may at any time make recommendations to the Council to amend these Terms of Reference if the Committee forms the opinion that such amendments are necessary for the better operation of the Committee in the performance of its role.

3. MEMBERSHIP

- 3.1. Membership of the Committee will comprise the Mayor and up to seven (7) Elected Members being:
 - Mayor Michael Coxon
 - Cr Cindy O'Rielley
 - Cr George Vlahos
 - Cr Elisabeth Papanikolaou
 - Cr Graham Nitschke
 - Cr Kym Mckay
 - Cr Simon Tsiaparis
 - Cr David Wilton
 - Cr Jassmine Wood.
- 3.2. All members of the Committee will hold office for the period 1 February 2019 to the conclusion of the 2022 Local Government elections.
- 3.3. Members of the Committee may be removed from office by Council resolution at any time.

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- 3.4. Members of the Committee may resign their position at any time by giving notice of their intention in writing to the Chief Executive Officer.
- 3.5. If a vacancy occurs on the Committee, in accordance with clauses 3.3 or 3.4, the Council may appoint a replacement Member.
- 3.6. In the event an appointed Elected Member is not able to attend a meeting of the Committee, the appointed Elected Member's co-ward Councillor may attend as a proxy Committee Member with full voting rights.
- 3.7. An Elected Member who is not a duly appointed member as listed in clause 3.1, nor is attending as a proxy member pursuant to clause 3.6, may attend a committee meeting, with the right to speak and ask questions relating to motions but not debate or vote on motions.

4. PRESIDING MEMBER

- 4.1. Council (at its meeting held 15 January 2019) appointed Cr Cindy O'Rielley as the Presiding Member of the Committee for the period 1 February 2019 to 30 November 2020.
- 4.2. Council (at its meeting held 15 January 2019) appointed Cr Elisabeth Papanikolaou as the Deputy Presiding Member of the Committee for the period 1 February 2019 to 30 November 2020.
- 4.3. Council (at its meeting held 15 January 2019) appointed Cr George Vlahos as the Presiding Member of the Committee for the period 1 December 2020 to the conclusion of the 2022 Local Government elections.
- 4.4. Council (at its meeting held 15 January 2019) appointed Cr Graham Nitschke as the Deputy Presiding Member of the Committee for the period 1 December 2020 to the conclusion of the 2022 Local Government elections.
- 4.5. The role of the Presiding Member is to:
 - 4.5.1 oversee and facilitate the conduct of meetings in accordance with the Act and *Local Government (Procedures at Meetings) Regulations 2013* (Regulations);
 - 4.5.2 in particular, to ensure that the Guiding Principles at regulation 5 are observed and that all Committee members have an opportunity to participate in discussions in an open and responsible manner; and
 - 4.5.3 call the meeting to order and move the debate towards finalisation when a matter has been debated significantly and no new information is being discussed.

5. OPERATIONAL MATTERS

- 5.1. The Committee does not enjoy any delegated powers or functions from the Council so that all decisions of the Committee (subject to any clause of these Terms of Reference to the contrary) will constitute recommendations to the Council.
- 5.2. For the purposes of s41(8) of the Act, the Council's reporting and other accountability requirements are satisfied by the delivery of a copy of the minutes of each meeting of the Committee to each member of the Council and the inclusion of those minutes in the agenda papers for the next ordinary meeting of the Council.

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- 5.3. If the Presiding Member of the Committee is absent from a meeting the Deputy Presiding Member will preside at that meeting. If both the Presiding Member and the Deputy Presiding Member of the Committee are absent from a meeting of the Committee then a member of the Committee chosen from those present, by formal resolution, will preside at the meeting until the Presiding Member (or Deputy Presiding Member) is present.

6. MEETING PROCEDURE

- 6.1. The Committee will act at all times in strict accordance with the Act and will be subject to the operation of Part 2 of the *Local Government (Procedures at Meetings) Regulations 2013* and the *City of West Torrens Code of Practice - Procedures at Meetings*.
- 6.2. Insofar as the Act and Regulations and these Terms of Reference do not prescribe the procedure to be observed in relation to the conduct of a meeting of the Committee, Council has determined its own procedure as articulated in the *City of West Torrens Code of Practice – Procedures at Meetings*.
- 6.3. The attached agenda format will be used for the conduct of meetings.
- 6.4. In the event that a meeting is cancelled or is inquorate, the items for discussion on the meeting agenda will be deferred to the next appropriate meeting of Council.

7. MEETING TIME AND PLACE

- 7.1. The Committee will meet on the fourth Tuesday of alternative months commencing February 2019, with the exception of December each year when no meetings will be held, at 6.30pm in the Mayor's Reception Room, Civic Centre, 165 Sir Donald Bradman Drive, Hilton SA 5033.
- 7.2. The Chief Executive Officer is delegated authority to vary the meeting date, time and place in consultation with the Presiding Member.

8. QUORUM

- 8.1. A quorum for a meeting of the Committee will be half of the members plus one.
- 8.2. No business can be transacted at a meeting unless a quorum is present.

9. DECISIONS

All decisions of the Committee will be made on the basis of a majority of members present.

10. VOTING

- 10.1. All members of the Committee must (subject to any provisions of the Act or Regulations to the contrary) vote on all matters presented for decision at a meeting of the Committee.
- 10.2. For the avoidance of doubt, every member of the Committee, including the Presiding Member has a deliberative vote only, i.e. no casting vote.
- 10.3. The Presiding Member will ask for members to vote and will then declare whether the motion is carried or lost.

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10.4 The Presiding Member is deemed to vote in the affirmative unless he/she clearly declares otherwise.

11. FUNCTIONS AND RESPONSIBILITIES

The primary function of the Committee is to assist the Council achieve the stated objectives listed in section 2.

12. LIABILITIES OF MEMBERS

No civil liability attaches to a member of a committee for an honest act or omission in the exercise, performance or discharge, or purported exercise, performance or discharge, of the members' or committee's powers, functions or duties. Such a liability attaches instead to the Council.

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***Agenda format for the City Advancement and Prosperity
General Committee***

- 1. MEETING OPENED**
- 2. PRESENT**
- 3. APOLOGIES**
- 4. DISCLOSURE STATEMENTS**
- 5. CONFIRMATION OF MINUTES**
- 6. COMMUNICATIONS BY THE CHAIRPERSON**
- 7. REPORTS OF THE CHIEF EXECUTIVE OFFICER**
- 8. OUTSTANDING REPORTS / ACTIONS**
- 9. OTHER BUSINESS**
- 10. NEXT MEETING**
- 11. MEETING CLOSED**

CITY OF WEST TORRENS

**CITY OF WEST TORRENS****Terms of Reference****CITY FACILITIES AND WASTE RECOVERY
GENERAL COMMITTEE****PREAMBLE**

A Committee of Council may be established by resolution of the Council.

Section 41 of the *Local Government Act 1999* (Act) empowers a Council to establish committees to:

- assist the Council in the performance of its functions;
- enquire into and report to the Council on matters within the ambit of the Council's responsibilities;
- provide advice to the Council;
- exercise, perform or discharge delegated powers, functions or duties.

The establishment of a Committee does not derogate from the power of the Council to act in a matter.

1. ESTABLISHMENT

Pursuant to s41 of the *Local Government Act 1999* (the Act) the Council has established a committee to be known as the 'City Facilities and Waste Recovery General Committee' (referred to in these Terms of Reference as 'Committee').

2. OBJECTIVES

The primary objective of the Committee is to assist the Council in exercising due care, diligence and skill in discharging its oversight and monitoring responsibilities as well as enquiring into and reporting to the Council in relation to the following matters:

- 2.1. open space;
- 2.2. sport and recreation;
- 2.3. community hubs;

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- 2.4. community centres management;
- 2.5. property leasing;
- 2.6. property disposal;
- 2.7. property acquisition;
- 2.8. building and facilities management;
- 2.9. waste management;
- 2.10. resource recovery;
- 2.11. any other matter which is within the powers and functions of the Council and which is referred to the Committee by the Council.

The Committee may at any time make recommendations to the Council to amend these Terms of Reference if the Committee forms the opinion that such amendments are necessary for the better operation of the Committee in the performance of its role.

3. MEMBERSHIP

- 3.1. Membership of the Committee will comprise the Mayor and up to seven (7) Elected Members being:
 - Mayor Michael Coxon
 - Cr Kym McKay
 - Cr Dominic Mugavin
 - Cr Daniel Huggett
 - Cr George Vlahos*
 - Cr Cindy O'Rielley*
 - Cr Brandon Reynolds
 - Cr John Woodward
 - Cr Surender Pal
 - Cr Anne McKay.
- 3.2. All members of the Committee will hold office for the period 1 February 2019 to the conclusion of the 2022 Local Government elections with the exception of:
 - *Cr George Vlahos appointed to the Committee for the period 1 February 2019 to 30 November 2020.
 - *Cr Cindy O'Rielley appointed to the Committee for the period 1 December 2020 to the conclusion of the 2022 Local Government elections.
- 3.3. Members of the Committee may be removed from office by Council resolution at any time.

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- 3.4. Members of the Committee may resign their position at any time by giving notice of their intention in writing to the Chief Executive Officer.
- 3.5. If a vacancy occurs on the Committee, in accordance with clauses 3.3 or 3.4, the Council may appoint a replacement Member.
- 3.6. In the event an appointed Elected Member is not able to attend a meeting of the Committee, the appointed Elected Member's co-ward Councillor may attend as a proxy Committee Member with full voting rights.
- 3.7. An Elected Member who is not a duly appointed member as listed in clause 3.1, nor is attending as a proxy member pursuant to clause 3.6 may attend a committee meeting, with the right to speak and ask questions relating to motions but not debate or vote on motions.

4. PRESIDING MEMBER

- 4.1. Council (at its meeting held 15 January 2019) appointed Cr Kym McKay as the Presiding Member of the Committee for the period 1 February 2019 to the conclusion of the 2022 Local Government elections.
- 4.2. Council (at its meeting held 15 January 2019) appointed Cr Dominic Mugavin as the Deputy Presiding Member of the Committee for the period 1 February 2019 to 30 November 2020.
- 4.3. Council (at its meeting held 15 January 2019) appointed Cr Daniel Huggett as the Deputy Presiding Member of the Committee for the period 1 December 2020 to the conclusion of the 2022 Local Government elections.
- 4.4. The role of the Presiding Member is to:
 - 4.4.1 oversee and facilitate the conduct of meetings in accordance with the Act and *Local Government (Procedures at Meetings) Regulations 2013* (Regulations);
 - 4.4.2 in particular, to ensure that the Guiding Principles at regulation 5 are observed and that all Committee members have an opportunity to participate in discussions in an open and responsible manner; and
 - 4.4.3 call the meeting to order and move the debate towards finalisation when a matter has been debated significantly and no new information is being discussed.

5. OPERATIONAL MATTERS

- 5.1. The Committee does not enjoy any delegated powers or functions from the Council so that all decisions of the Committee (subject to any clause of these Terms of Reference to the contrary) will constitute recommendations to the Council.
- 5.2. For the purposes of s41(8) of the Act, the Council's reporting and other accountability requirements are satisfied by the delivery of a copy of the minutes of each meeting of the Committee to each member of the Council and the inclusion of those minutes in the agenda papers for the next ordinary meeting of the Council.
- 5.3. If the Presiding Member of the Committee is absent from a meeting the Deputy Presiding Member will preside at that meeting. If both the Presiding Member and the Deputy Presiding Member of the Committee are absent from a meeting of the

- 4 -

Committee then a member of the Committee chosen from those present, by formal resolution, will preside at the meeting until the Presiding Member (or Deputy Presiding Member) is present.

6. MEETING PROCEDURE

- 6.1. The Committee will act at all times in strict accordance with the Act and will be subject to the operation of Part 2 of the *Local Government (Procedures at Meetings) Regulations 2013* and the *City of West Torrens Code of Practice - Procedures at Meetings*.
- 6.2. Insofar as the Act and Regulations and these Terms of Reference do not prescribe the procedure to be observed in relation to the conduct of a meeting of the Committee, Council has determined its own procedure as articulated in the *City of West Torrens Code of Practice – Procedures at Meetings*.
- 6.3. The attached agenda format will be used for the conduct of meetings.
- 6.4. In the event that a meeting is cancelled or is inquorate, the items for discussion on the meeting agenda will be deferred to the next appropriate meeting of Council.

7. MEETING TIME AND PLACE

- 7.1 The Committee will meet on the fourth Tuesday of alternative months commencing March 2019, with the exception of December and January each year when no meetings will be held, at 6.30pm in the Mayor's Reception Room, Civic Centre, 165 Sir Donald Bradman Drive, Hilton SA 5033.
- 7.2 The Chief Executive Officer is delegated authority to vary the meeting date, time and place in consultation with the Presiding Member.

8. QUORUM

- 8.1 A quorum for a meeting of the Committee will be half of the members plus one.
- 8.2 No business can be transacted at a meeting unless a quorum is present.

9. DECISIONS

All decisions of the Committee will be made on the basis of a majority of members present.

10. VOTING

- 10.1 All members of the Committee must (subject to any provisions of the Act or Regulations to the contrary) vote on all matters presented for decision at a meeting of the Committee.
- 10.2 For the avoidance of doubt, every member of the Committee, including the Presiding Member has a deliberative vote only, i.e. no casting vote.
- 10.3 The Presiding Member will ask for members to vote and will then declare whether the motion is carried or lost.
- 10.4 The Presiding Member is deemed to vote in the affirmative unless he/she clearly declares otherwise.

11. FUNCTIONS AND RESPONSIBILITIES

- 5 -

The primary function of the Committee is to assist the Council achieve the stated objectives listed in section 2.

12. LIABILITIES OF MEMBERS

No civil liability attaches to a member of a committee for an honest act or omission in the exercise, performance or discharge, or purported exercise, performance or discharge, of the members' or committee's powers, functions or duties. Such a liability attaches instead to the Council.

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***Agenda format for the City Facilities and Waste Recovery
General Committee***

- 1. MEETING OPENED**
- 2. PRESENT**
- 3. APOLOGIES**
- 4. DISCLOSURE STATEMENTS**
- 5. CONFIRMATION OF MINUTES**
- 6. COMMUNICATIONS BY THE CHAIRPERSON**
- 7. REPORTS OF THE CHIEF EXECUTIVE OFFICER**
- 8. OUTSTANDING REPORTS / ACTIONS**
- 9. OTHER BUSINESS**
- 10. NEXT MEETING**
- 11. MEETING CLOSED**

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CITY OF WEST TORRENS

**CITY OF WEST TORRENS****Terms of Reference****AUDIT GENERAL COMMITTEE****PREAMBLE**

A Committee of Council may be established by resolution of the Council.

A Committee is established for the purpose of assisting the Council in the performance of its functions, inquiring into and reporting to the Council on matters within the ambit of the Council's responsibilities, providing advice to the Council and to exercise, perform or discharge delegated powers, functions or duties of the Council.

The establishment of a Committee does not derogate from the power of the Council to act in a matter.

1. ESTABLISHMENT

Pursuant to Sections 126 and 41 of the *Local Government Act 1999* (the Act) the Council has established a committee to be known as the 'Audit General Committee' (referred to in these Terms of Reference as "the Committee").

2. OBJECTIVES

The primary objectives of the Committee are as follows:

- reviewing the annual financial statements to ensure that they present fairly the state of affairs of Council;
- proposing and providing information relevant to, a review of Council's strategic management plans or annual business plan;
- proposing and reviewing the exercise of powers under s130A of the *Local Government Act 1999* (the conduct of efficiency and economy audits);
- liaising with Council's statutory auditors; and
- reviewing the adequacy of Council's accounting, internal control, reporting and other financial management systems and practices on a regular basis.

3. MEMBERSHIP

- 3.1 The *Local Government (Financial Management) Regulations 2011* requires that Council's Audit Committee must:
- comprise between three (3) and five (5) members; and
 - include at least one (1) person who is not a member of Council and who is determined by Council to have financial experience relevant to the functions of an audit committee; and
 - not include the Council's auditor as a member.
- 3.2 All members of the Committee will hold office for the period 1 February 2019 to the conclusion of the 2022 Local Government elections.
- 3.3 Membership of the Committee will comprise three (3) Elected Members and two (2) members who are not members of Council as follows:
- Cr John Woodward (Presiding Member)
 - Cr Jassmine Wood
 - Cr Daniel Huggett
 - Elizabeth Moran
 - Alan Rushbrook
- 3.4 Members of the Committee may be removed from office by Council resolution at any time.
- 3.5 Members of the Committee may resign their position at any time by giving notice of their intention in writing to the Chief Executive Officer.
- 3.6 If a vacancy occurs on the Committee, in accordance with clauses 3.5 or 3.6, then Council may appoint a replacement Member to the Committee.
- [3.7 An Elected Member who is not a duly appointed member as listed in clause 3.3, may attend a committee meeting, with the right to speak and ask questions relating to motions but not debate or vote on motions.](#)

4. PRESIDING MEMBER

- 4.1 Council, at its 15 January 2019 meeting, appointed Cr John Woodward as the Presiding Member of the Audit General Committee for the period 1 February 2019 to 30 November 2020.
- 4.2 Council will appoint a Presiding Member of the Audit General Committee for the period 1 December 2020 to the conclusion of the 2022 West Torrens Council elections, following a review of its committee structure in 2020.
- 4.3 The Committee is to recommend to Council, at its first meeting in 2019, the appointment of its Deputy Presiding Member for the remainder of the term of Council, commencing 19 February 2019.
- 4.4 The role of the Presiding Member is to:
- 4.3.1 oversee and facilitate the conduct of meetings in accordance with the *Local Government Act 1999* and *Local Government (Procedures at Meetings) Regulations 2013*;

- 4.3.2 ensure that the Guiding Principles at Regulation 5 are observed and that all Committee members have an opportunity to participate in discussions in an open and responsible manner; and
- 4.3.3 call the meeting to order and move the debate towards finalisation when a matter has been debated significantly and no new information is being discussed.

5. OPERATIONAL MATTERS

- 5.1 The Committee does not enjoy any delegated powers or functions from the Council so that all decisions of the Committee (subject to any clause of these Terms of Reference to the contrary) will constitute recommendations to the Council.
- 5.2 For the purposes of s41(8) of the Act, the Council's reporting and other accountability requirements are satisfied by the delivery of a copy of the minutes of each meeting of the Committee to each member of the Council and the inclusion of those minutes in the agenda papers for the next ordinary meeting of the Council.
- 5.3 If the Presiding Member of the Committee is absent from a meeting the Deputy Presiding Member will preside at that meeting. If both the Presiding Member and the Deputy Presiding Member of the Committee are absent from a meeting of the Committee then a member of the Committee chosen from those present, by formal resolution, will preside at the meeting until the Presiding Member (or Deputy Presiding Member, if relevant) is present.

6. MEETING PROCEDURES

- 6.1 The Committee will act at all times in strict accordance with the Act and will be subject to the operation of Part 2 of the *Local Government (Procedures at Meetings) Regulations 2013* and the City of West Torrens Code of Practice - Procedures at Meetings.
- 6.2 Insofar as the Act and Regulations and these Terms of Reference do not prescribe the procedure to be observed in relation to the conduct of a meeting of the Committee, Council has determined its own procedure as articulates in the City of West Torrens Code of Practice - Procedures at Meetings.
- 6.3 The attached agenda format will be used for the conduct of meetings.
- 6.4 In the event that a meeting is cancelled or is inquorate, the items for discussion on the meeting agenda will be deferred to the next appropriate meeting of Council.

7. MEETING TIME AND PLACE

- 7.1 The Committee will meet on the second Tuesday of alternative months commencing February 2019, with the exception of December each year when no meetings will be held, at 6.00pm in the Mayor's Reception Room, 165 Sir Donald Bradman Drive, Hilton SA 5033.
- 7.2 The Chief Executive Officer is delegated authority to vary the meeting date, time and place of Committee meetings in consultation with the Presiding Member.

8. QUORUM

- 8.1 A quorum for a meeting of the Committee will be half the members plus one of which one member must be an Elected Member and one member an independent member.
- 8.2 No business can be transacted at a meeting unless a quorum is present.

9. DECISIONS

All decisions of the Committee will be made on the basis of a majority of members present.

10. VOTING

- 10.1 All members of the Committee must (subject to any provisions of the Act or Regulations to the contrary) vote on all matters presented for decision at a meeting of the Committee.
- 10.2 For the avoidance of doubt, every member of the Committee including the Presiding Member has a deliberative vote only, i.e. no casting vote.
- 10.3 The Presiding Member will ask for members to vote and will then declare whether the motion is carried or lost.
- 10.4 The Presiding Member is deemed to vote in the affirmative unless he/she clearly declares otherwise.

11. FUNCTIONS AND RESPONSIBILITIES

- 11.1 The primary function of the Committee is to assist the Council achieve the stated objectives listed in Section 2 of these Terms of Reference.
- 11.2 Section 62(7) and 75B of the *Local Government Act 1999* provides that the provisions of Part 4 Division 2 (Register of Interests) and Part 4 Division 3 (Conflict of Interest) apply to independent members of the Committee. As such, independent members of the Committee are required to complete primary and ordinary returns in accordance with sections 65 and 66 of the *Local Government Act 1999*.
- 11.3 Independent members of the Committee are public officers for the purpose of the *Independent Commissioner Against Corruption Act 2012* and Division 4 of Part 7 (Offences relating to Public Officers) of the *Criminal Law Consolidation Act 1935* and subject to the provisions of those Acts, including reporting requirements.
- 11.4 Independent members of the Committee are required to comply with the provisions contained within the Code of Conduct for Council Members.

12. LIABILITIES OF MEMBERS

No civil liability attaches to a member of a committee for an honest act or omission in the exercise, performance or discharge, or purported exercise, performance or discharge, of the members' or committee's powers, functions or duties. Such a liability attaches instead to the Council.

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Agenda format for the Audit General Committee

1. MEETING OPENED
2. PRESENT
3. APOLOGIES
4. DISCLOSURE STATEMENTS
5. CONFIRMATION OF MINUTES
6. COMMUNICATION BY THE CHAIRPERSON
7. PRESENTATIONS
8. OUTSTANDING REPORTS/ACTIONS
9. REPORTS OF THE CHIEF EXECUTIVE OFFICER
 - 9.1 FINANCIAL REPORTING AND SUSTAINABILITY
 - 9.2 INTERNAL CONTROLS AND RISK MANAGEMENT SYSTEMS
 - 9.3 INTERNAL AUDIT
 - 9.4 EXTERNAL AUDIT
 - 9.5 COMMITTEE PERFORMANCE AND REPORTING
- 10 OTHER BUSINESS
11. CONFIDENTIAL
12. NEXT MEETING
- 13 MEETING CLOSE

CITY OF WEST TORRENS

**CITY OF WEST TORRENS****Terms of Reference****CHIEF EXECUTIVE OFFICER'S
PERFORMANCE REVIEW COMMITTEE****PREAMBLE**

A Committee of Council may be established by resolution of the Council.

Section 41 of the *Local Government Act 1999* (Act) empowers a Council to establish committees to:

- assist the Council in the performance of its functions;
- enquire into and report to the Council on matters within the ambit of the Council's responsibilities;
- provide advice to the Council;
- exercise, perform or discharge delegated powers, functions or duties.

The establishment of a Committee does not derogate from the power of the Council to act in a matter.

1. ESTABLISHMENT

Pursuant to s41 of the Act the Council has established a committee to be known as the Chief Executive Officer's Performance Review Committee (referred to in these Terms of Reference as 'Committee').

2. OBJECTIVES

The primary objective of the Committee is to assist Council by:

- 2.1 Ensuring that a review of the Chief Executive Officer's (CEO's) performance is conducted annually (or more frequently if the Council requires) in accordance with the terms and conditions of the CEO's Contract of Employment.
- 2.2 Considering any other matter which is within the powers and functions of the Council and which is referred to the Committee by the Council.

- 2 -

The Committee may at any time make recommendations to the Council to amend these Terms of Reference if the Committee forms the opinion that such amendments are necessary for the better operation of the Committee in the performance of its role.

3. MEMBERSHIP

3.1. Membership of the Committee will comprise the Mayor and up to seven (7) Elected Members being:

- Mayor Michael Coxon
- Cr Anne McKay
- Cr Cindy O'Rielley
- Cr John Woodward
- Cr Kym McKay
- Cr Dominic Mugavin
- Cr Simon Tsiaparis
- Cr Brandon Reynolds.

3.2 All members of the Committee will hold office for the period 1 February 2019 to the conclusion of the 2022 Local Government elections.

3.2. Members of the Committee may be removed from office by Council resolution at any time.

3.3. Members of the Committee may resign their position at any time by giving notice of their intention, in writing, to the Chief Executive Officer.

3.5 If a vacancy occurs on the Committee, in accordance with clauses 3.3 or 3.4, the Council may appoint a replacement Member.

[3.6 An Elected Member who is not a duly appointed member as listed in clause 3.1, may attend a committee meeting, with the right to speak and ask questions relating to motions but not debate or vote on motions.](#)

4. PRESIDING MEMBER

4.1. Council (at its meeting held 15 January 2019) appointed Cr Anne McKay as the Presiding Member of the Committee for the period 1 February 2019 to 30 November 2020.

4.2. Council (at its meeting held 15 January 2019) appointed Cr Cindy O'Rielley as the Deputy Presiding Member of the Committee for the period 1 February 2019 to 30 November 2020.

4.3. Council (at its meeting held 15 January 2019) appointed Cr Cindy O'Rielley as the Presiding Member of the Committee for the period 1 December 2020 to the conclusion of the 2022 Local Government elections.

4.4. Council (at its meeting held 15 January 2019) appointed Cr Anne McKay as the Deputy Presiding Member of the Committee for the period 1 December 2020 to the conclusion of the 2022 Local Government elections.

4.5. The role of the Presiding Member is to:

- 3 -

- 4.5.1 oversee and facilitate the conduct of meetings in accordance with the Act and *Local Government (Procedures at Meetings) Regulations 2013* (Regulations);
- 4.5.2 ensure that the Guiding Principles at regulation 5 are observed and that all Committee members have an opportunity to participate in discussions in an open and responsible manner; and
- 4.5.3 call the meeting to order and move the debate towards finalisation when a matter has been debated significantly and no new information is being discussed.

5. OPERATIONAL MATTERS

- 5.1 The Committee does not enjoy any delegated powers or functions from the Council so that all decisions of the Committee (subject to any clause of these Terms of Reference to the contrary) will constitute recommendations to the Council.
- 5.2 For the purposes of s41(8) of the Act, the Council's reporting and other accountability requirements are satisfied by the delivery of a copy of the minutes of each meeting of the Committee to each member of the Council and the inclusion of those minutes in the agenda papers for the next ordinary meeting of the Council.
- 5.3 If the Presiding Member of the Committee, is absent from a meeting the Deputy Presiding Member will preside at that meeting. If both the Presiding Member and the Deputy Presiding Member of the Committee are absent from a meeting of the Committee then a member of the Committee chosen from those present, by formal resolution, will preside at the meeting until the Presiding Member (or Deputy Presiding Member) is present.

6. MEETING PROCEDURE

- 6.1 The Committee will act at all times in strict accordance with the Act and will at all times be subject to the operation of Part 2 of the *Local Government (Procedures at Meetings) Regulations 2013* and the *City of West Torrens Code of Practice (Procedures at Meetings)*.
- 6.2 Insofar as the Act and Regulations and these Terms of Reference do not prescribe the procedure to be observed in relation to the conduct of a meeting of the Committee, the Committee has determined its own procedure as articulated in the *City of West Torrens Code of Practice - Procedures at Meetings*.
- 6.3 The attached agenda format will be used for the conduct of meetings.

7. MEETING TIME AND PLACE

- 7.1 The Committee will meet annually on the fourth Thursday of September each year commencing September 2019 at 6.00pm, in the Mayor's Reception Room, Civic Centre, 165 Sir Donald Bradman Drive, Hilton SA 5033.
- 7.2 The Chief Executive Officer is delegated authority to vary the meeting date, time and place of the Committee meeting in consultation with the Presiding Member.

8. QUORUM

- 8.1 A quorum for a meeting of the Committee will be half of the number of members plus one.
- 8.2 No business can be transacted at a meeting unless a quorum is present.

- 4 -

9. DECISIONS

All decisions of the Committee will be made on the basis of a majority of members present.

10. VOTING

10.1 All members of the Committee must (subject to any provisions of the Act or Regulations to the contrary) vote on all matters presented for decision at a meeting of the Committee.

10.2 For the avoidance of doubt, every member of the Committee, including the Presiding Member has a deliberative vote only, i.e. no casting vote.

10.3 The Presiding Member will ask for members to vote and will then declare whether the motion is carried or lost.

10.4 The Presiding Member is deemed to vote in the affirmative unless he/she clearly declares otherwise.

11. FUNCTIONS AND RESPONSIBILITIES

The primary function of the Committee is to assist the Council achieve the stated objectives listed in section 2.

12. LIABILITIES OF MEMBERS

No civil liability attaches to a member of a committee for an honest act or omission in the exercise, performance or discharge, or purported exercise, performance or discharge, of the members' or committee's powers, functions or duties. Such a liability attaches instead to the Council.

***Agenda Format for the Chief Executive Officer's
Performance Review Committee***

1. MEETING OPENED
2. PRESENT
3. APOLOGIES
4. DISCLOSURE STATEMENTS
5. CONFIRMATION OF MINUTES
6. COMMUNICATIONS BY THE PRESIDING MEMBER
7. REPORTS OF THE GENERAL MANAGER CORPORATE AND REGULATORY
8. OUTSTANDING REPORTS / ACTIONS
9. OTHER BUSINESS
10. NEXT MEETING
11. MEETING CLOSE

17.4 Planning Reform: Planning and Design Code Final Response

Brief

This report presents the final feedback response provided to the State Planning Commission and the Department of Planning, Transport and Infrastructure on its draft *Planning and Design Code* as it applies to the City of West Torrens.

RECOMMENDATION

It is recommended to Council that this report be received.

Introduction

Further to reports presented to the 21 January 2020 and 4 February 2020 meetings of Council, proposing feedback on the Planning and Design Code (Code) the final report was presented to the 18 February 2020 meeting of Council. At this meeting, Council resolved:

- 1. The recommendations contained in this report be approved and submitted to the Department of Planning, Transport and Infrastructure as Council's third and final formal response to the current consultation on the draft Planning and Design Code; and*
- 2. The Administration continues to analyse and make recommendations to DPTI/SPC that reflect a transition to the new Planning and Design Code that are as consistent as possible to current planning legislation and the Development Plan (unless otherwise stated in Council's submission).*
- 3. The Chief Executive Officer be authorised to make any amendments of a minor nature, finalise and submit the feedback contained in this report to DPTI/SPC.*

The Administration further analysed and presented recommendations to DPTI/SPC that were approved by the Chief Executive Officer and submitted to DPTI/SPC. This report presents that feedback for Council's information.

Discussion

The third response submitted (**Attachment 1 and Attachment 2 (under a separate cover)**) built on the two previous submissions which were the subject of Council reports presented on 21 January 2020 and 4 February 2020 respectively and further refinement of the content of the report presented on 18 February 2020 to Council.

The third and final response includes recommendations and highlights areas for further discussion and clarity to the SPC and DPTI with regard to Council's position on matters as they relate to the draft Code. Staging Council's responses over the past two months was intended to identify core issues for West Torrens that would benefit from earlier Council responses and subsequent actions from both SPC and DPTI and potentially allow for changes prior to the iterative consultation deadline.

To conclude, previous reports and ensuing responses addressed the following:

- **Parts of the Code framework:**
 - Identifying relevant technical and numeric variations (TNVs),
 - Review of concept plans contained within Council's Development Plan and to date not identified by DPTI or SPC for transition

- **Code content:**
 - Review of the heritage and character area statements that were on public consultation
 - Review and recommendations of the Neighbourhood Zones
 - Request for reinstatement of Australian Standards
 - Code policy for assessment
 - General policy for all development
 - Zoning that requires additional consideration
 - Definitions

- **Spatial application:**
 - Identifying the spatial application of relevant technical and numeric variations (TNVs) and in some cases more appropriate zoning

- **Assessment procedures:**
 - Public notification triggers
 - Restricted development in Neighbourhood Zones

The draft Planning and Design Code that DPTI/SPC that was submitted to public consultation had numerous issues that Council's responses flagged as requiring additional consideration. As indicated in previous reports, DPTI and SPC promoted a 'like for like' transition between current Development Plan policy and the Code but the reality is markedly different. The draft Code contained a significant number of errors and it has been very difficult to ascertain whether these are actual errors or intentional policy changes by DPTI. Meanwhile, unfinished aspects such as the ePlanning 'system', tight timeframes and changes occurring throughout the consultation period significantly impacted Council's capacity to respond to the new planning system.

However, the Administration committed to a rigorous workload within tight timeframes and prioritising this work over other Council designated work, to analyse the most pressing issues in order to respond effectively to Elected Member and community interests. This effort was complicated by the cumulative impact of the release of a draft Code that was not yet fit for purpose of development assessment nor in a format that was suitable for community consultation. Notwithstanding this, considerable time and effort has been and continues to be invested into providing feedback, which is hoped will result in changes to the Code that are beneficial to West Torrens and its residents.

West Torrens' response was submitted to the relevant parties within the consultation period. Next steps following the consultation for Phase Three will be a *'What We Have Heard Report'* released on the SA Planning Portal summarising the key issues heard during consultation. The State Planning Commission will consider the feedback received in making amendments to the Code and will prepare an Engagement Report that will outline what was heard during consultation and how the Code was amended in response to submissions. This Engagement Report will be forwarded to the Minister for consideration in making a decision and then be released on the SA Planning Portal following approval.

Administration continues to work with DPTI to discuss the content of the Code, seeking policy that more closely accords with the Development Plan at the initial transition into the new planning system and until adequate research, investigations and community consultation are undertaken to support any future Code Amendments.

Climate Impact Considerations

(Assessment of likely positive or negative implications of this decision will assist Council and the West Torrens Community to build resilience and adapt to the challenges created by a changing climate.)

The responses provided to SPC and DPTI have contained a number of proposed inclusions within the Planning and Design Code that would build resilience and assist in adapting to the challenges created by the changing climate including strengthening provisions within the Code with regard to trees and the reduction of urban heat. However, it is worth noting that Council has limited ability to influence the Code with regard to climate adaptation and one of the State Planning Policies which underpins the Code is *State Planning Policy 5: Climate Change*. The Administration provided comments on the policy discussion papers that informed the State policies in December 2018 (**Attachment 3**).

Conclusion

This report presents the third and final response to the draft Planning and Design Code consultation, submitted 28 February 2020.

Attachments

- 1. West Torrens Third Response to Draft Planning and Design Code- Cover Letter**
- 2. West Torrens Third Response to Draft Planning and Design Code (under separate cover)**
- 3. Administration Response to DPTI re Natural Resources and Environment Policy Discussion Paper**

28 February 2020

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Web: westtorrens.sa.gov.au



State Planning Commission
PO Box 1815
ADELAIDE SA 5001

Via email: DPTI.PlanningReformSubmission@sa.gov.au

To whom it may concern,

RE: Draft Planning and Design Code Consultation- Response Three

Following the release of the draft Planning and Design Code in October 2019, Council has been reviewing the document with a particular focus on what it means to the City of West Torrens. To date, Council has submitted two of three submissions which sought:

- to identify appropriate zoning and implementation of TNVs,
- review concept plans and highlight which concept plans remain relevant,
- provide historic and character statements and relevant TNVs,
- code content as it relates to the Neighbourhood Zones, and
- assessment procedures including public notification triggers and restricted development within Neighbourhood Zones.

Further to responses dated 4 February 2020 and 21 February 2020 provided to DPTI and SPC via email, the third response (attached) provides recommendations and highlights areas for further discussion and clarity with SPC and DPTI regarding Council's position on matters as they relate to the draft Code.

The response attached analyses aspects of the Code, highlighting gaps and potential resolutions. Like the previous reports, a considerable focus has been placed on residential issues, although it also seeks to identify general policy that overlaps the non-residential areas of development such as stormwater, parking and lack of policy. There is also consideration of the potential consequences of collapsing the Centre Zones hierarchy and eliminating the Bulky Goods Zone.

Staging Council's responses over the past two months was intended to identify core issues for West Torrens that would benefit from earlier Council responses and subsequent actions from both SPC and DPTI.

In addition to the attached response, Council provides the following recommendations:

- The draft Planning and Design Code not be formalised until:
 - The State Planning Commission has engaged and formally responded to councils, addressing errors, omissions and inconsistencies identified during the current consultation process
 - The State Planning Commission has undertaken a second round of public consultation on the draft Planning and Design Code, which has been incorporated within the ePlanning system
 - A comprehensive learning and development program has been developed in consultation with local government and implemented with all councils and relevant authorities (including accredited professionals).
- The draft Planning and Design Code be amended to respect the characteristics and identities of different neighbourhoods, suburbs and precincts by ensuring that development policy considers existing and desired future context of place.
- Where identified by Council, local variations (sub zones), Technical and Numerical Variations, and concept plans be established or re-instated within the Planning and Design Code.
- The Minister of Planning, in conjunction with local government undertakes a comprehensive review of the cumulative impacts of infill development in South Australia to **inform evidence-based decision making** about the capacity of identified infill areas to sustain further growth and development;
- A new State Planning Policy for Infill Development under the Planning, Development and Infrastructure Act 2016 be prepared;
- The State Planning Commission works with local government to ensure that South Australia's planning system reflects leading practice and that the Planning and Design Code and associated instruments deliver quality planning and design outcomes that improve the amenity, liveability and sustainability of communities,
- The State Planning Commission in consultation with local government develop design standards for the public realm and infrastructure design to be available for use at the commencement of phase 3 of the Planning and Design Code, and
- That all existing Historic Conservation Zones and Contributory Items should be transitioned into the first generation of the Planning and Design Code.

Lastly, Administration advise that the responses provided reflect the People and Neighbourhoods Discussion Paper which is on consultation concurrently with the draft Code. It is highlighted that the People and Neighbourhoods discussion paper was intended to provide the background information that informed the proposed policy changes contained within the Neighbourhood Zones and other Zones evident within the draft Code. The People and Neighbourhoods discussion paper did not deliver the in-depth analysis and research anticipated nor demonstrated rationale and sound investigations to warrant or support such drastic policy change.

Should you require further information or would like to discuss this submission, please contact Sue Curran, Manager Strategy and Business on 8416 6333.

Yours sincerely,



Terry Buss PSM

Chief Executive Officer

City of West Torrens

Enclosed:

West Torrens Planning and Design Code Response Three

- Attachment 1- West Torrens response to the Australian Government Department of Infrastructure, Transport, Cities and Regional Development
- Attachment 2- West Torrens Historic and Character Area Statements
- Attachment 3- West Torrens Historic and Character Site Area and Frontage (TNV) Recommendations
- Attachment 4- West Torrens Draft Planning + Design Code Consultation Response- Part One
- Attachment 5- West Torrens Draft Planning + Design Code Consultation Response- Part Two
- Attachment 6- Zero Waste SA: South Australian Better Practice Guide- Waste Management in Residential or Mixed Use Developments (Table C.2: Waste Resource Generation Rates by Land Use Type)

30 November 2018

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State Planning Commission
GPO Box 1815
ADELAIDE SA 5001

Via email: DPTI.PlanningEngagement@sa.gov.au

Dear Sir/Madam

**City of West Torrens Administration Response on the State Planning Commission
Natural Resources and Environment Discussion Paper**

The City of West Torrens Administration appreciates the opportunity to provide feedback on the Natural Resources and Environment Discussion Paper, and recognises that it is part of a suite of documents that are informing the development of the State's new planning system.

Please note that due to the timing of the consultation period and submission deadline coinciding with the Local Government Election Care-taker mode, elections and inductions of the new council, this response has yet to be formally approved by Council's Elected Body.

The City of West Torrens is supportive of the possibilities the Design Code (the Code) presents to incorporate current and best practice environment knowledge and processes into urban design and built form outcomes. Overall the discussion paper provides high level detail with regard to the Themes but it is unclear as to how this will be implemented in the Code and on a site specific base. This lack of clarity is particularly acute for staff from non-planning backgrounds who have had little contact with the Planning, Development and Infrastructure Act reform to this date.

Whilst the Code seeks to streamline assessment and reduce variables, there is an inherent conflict with exploring site specific nuances within an assessment across a range of planning related matters if there are limited criteria an application may be assessed against due to deemed to satisfy elements.

The discussion paper advises that the planning controls cannot override the National Construction Code (NCC). The City of West Torrens Administration would like to see greater exploration of what is achievable within the NCC in relation to natural resources and environment, and the role the state could play in advocating for improved practices, policy, and processes at a National level.

Transitioning to the Code will likely see existing policies 'rolled over,' with the view to revising natural resource and environment policies in subsequent versions of the Planning and Design Code. This runs the risk of missing an opportunity to embed progressive initiatives

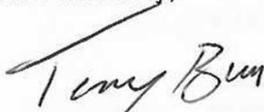
from the start rather than changing goal posts and frustrating users of the planning system, although it is acknowledged that there may be a limit to just how much change may be accommodated in the initial document.

The City of West Torrens questions whether meaningful consultation is able to occur when all relevant information is not available to those being consulted. In particular, the consultation process is not as transparent or effective without key documents such as the Water Sensitive SA background paper, being made available.

We have reviewed, discussed and collated feedback from across Council in relation to the Natural Resources and Environment Discussion paper. Please find attached the City of West Torrens feedback.

We welcome the opportunity to discuss our feedback with you in more detail. Should you require further information or would like to discuss this submission please contact Rebecca Perkin Team Leader Strategy on 8416 6333.

Yours sincerely,



Terry Buss PSM
Chief Executive Officer
City of West Torrens

Att:

Natural Resources and Environment Discussion Paper Submission

Theme 1: Sustainable and Liveable Urban Environments

1.1 Green infrastructure and Water Sensitive Urban Design
General Feedback
<ul style="list-style-type: none"> • To assist with implementation and communicating expectations, deemed to satisfy or minimum performance standards should be developed to: <ol style="list-style-type: none"> a) Accompany the Water Sensitive Urban Design (WSUD) policies; and b) Accompany the Green Infrastructure (GI) policies. • The deemed to satisfy requirements for WSUD and GI should be linked to all infill development and not just apartment development. • Ideally GI policies would provide Council with greater control over tree canopy cover, as the current policies are not consistent with state wide objectives of retaining and improving canopy cover targets. • There may be opportunities to explore establishing canopy tree planting requirements in front and rear property setbacks due to their contribution to creating green corridors throughout neighbourhoods. The current approach to increasing residential development densities in residential areas is delivering detrimental outcomes to tree canopy targets. • WSUD and GI need to be integrated in all planning and development decisions with a regulatory and compliance framework and not perceived as a luxury or optional feature. • Planning policy and objectives must align with the Natural Resource Management (NRM) reforms to ensure that planning is not acting as a barrier to achieving NRM policy objectives and targets. • The push towards the incorporation of GI and WSUD primarily off-site is not supported, ideally water and green infrastructure would be incorporated within individual allotments.
Discussion Question
<p><i>1. Should existing WSUD and GI policies also apply to regional areas and for all development scales and types?</i></p> <p>The City of West Torrens receives a large amount of water, particularly from upstream catchments. Incorporating WSUD considerations into regional areas, and for all development types and scales could help to reduce the impact of downstream flows, and the impacts on infrastructure. The Patawalonga is influenced by the tidal system, therefore, under a changing climate with the increased risk of storm surges, the increased downstream flows could heighten the risk of flooding and coastal inundation. Other councils have demonstrated that taking action at the household scale can minimise stormwater discharge from the private realm, and decrease the scale and funding required to undertake infrastructure upgrades.</p> <p>The new planning system represents an opportunity to embed practical measures to implement GI and WSUD, this should cover all development scales and types. This will then encourage land owners and developers to make positive choices for a sustainable urban environment irrespective of the use or scale.</p>

There is potential to imbue strategies to improve and account for existing known and emerging weather events including flooding, this information should be embedded into the Code to enable developer's to best cater and design early in the design phase.

1.2 Energy Efficient Design

General Feedback

- The current policies for energy efficient design are not considered to be sound and are therefore considered not ready for transition.
- The inclusion of objectives and principles that create climate resilient/responsive buildings is required. This should include performance requirements and an assessment process to ensure that buildings and occupants are better able to cope during hot weather, without a reliance on mechanical cooling, to account for the likely event that power outages occur, and reduce 'bill shock' and cost of living pressures. This must include consideration of thermal properties and reflectivity of materials used, as well as requirements for natural ventilation adequate external shading, and building envelopes that minimise artificial heating and cooling.
- Deemed to satisfy should identify specific building materials for usage in terms of their climate resilience, energy efficiency, and recycled and reused content.
- Planning controls need to recognise the deficiency of the NCC and provide minimum performance requirements at the planning level.
- Access to solar power should be extended/provided through provisions which protect existing solar systems from overshadowing by subsequent developments.

Discussion Questions

1. What role should the planning system play regarding preservation of sunlight to solar panels from adjacent development?

Whilst solar panels are generally not considered development, it is difficult to prevent development occurring on the basis it may impact on an adjacent property's solar panels. Further exploration of how to preserve access to sunlight to enable greater uptake of renewables needs to occur.

Examples of the planning system in protecting solar access to solar panels -

- The City of Sydney - development applications for new buildings or alterations and additions to existing buildings are to maintain solar access to existing solar panels, having regard to a number of factors.
- In Victoria, some councils have advisory notes that are to be considered in the assessment of development that might overshadow solar panels - such as: the Moreland Planning Scheme (1) clauses that direct buildings to be oriented to make use of solar energy, and not to 'unreasonably reduce' the energy efficiency of existing adjoining dwellings.

- In America (such as North Dakota), the law allows a property owner to obtain a solar easement from another property owner for the purpose of ensuring adequate exposure of a solar energy system to sunlight.

With increased development and urban infill a key priority for the State, alternative ways to incorporate renewable energy at the local level need to be considered. Rather than focussing on the individual lot level, other alternatives such as generating renewable energy at the neighbourhood scale could be considered. Not only would this help to alleviate overshadowing and solar access issues from adjoining developments, it could also potentially assist with allowing for larger trees and green infrastructure.

2. Should the Code introduce incentives for developments that can incorporate passive solar design (siting) techniques, green infrastructure and WSUD?

If clear environmental benefit can be provided, then incentives for this type of development should be reviewed, but not at the expense of the expectations of the community by way of built form e.g. as a 'trade-off' for additional storeys above what is anticipated by the Code.

Alternatively energy efficient design, GI, WSUD, biodiversity etc. should be embedded within the Code with the incentive being the benefits sustainable buildings bring to the user and the environment.

Consideration of: Orientation, passive solar design, green infrastructure and WSUD should be expected as a minimum. Incentives should be provided for aspects of a development which are over and above what is ideally established as basic minimum.

3. How can planning policy contribute to reduced carbon emissions from the built environment sector?

Perhaps the best approach is to consider the full lifecycle of the built environment. As a minimum, housing should be built so that it has a high thermal rating, and can operate without being reliant on artificial heating and cooling so that the occupant is not vulnerable to high operating costs, and is also resilient in terms of a changing climate (both heating and cooling). Housing should also be built for future climatic conditions.

Heritage and Character buildings traditionally utilised local materials. The retention of Heritage, Character and good quality housing stock can reduce unnecessary demolition and waste carbon embedded in existing materials and also reduce the likely replacement with reduced quality development using cheap materials that have been transported from overseas markets. This also benefits the local economy and improves the experience of the streetscape.

1.3 Waste Management
General Feedback
<ul style="list-style-type: none"> • The existing South Australian Planning Policy Library policies are outdated with regard to Waste management (particularly in regard to multiple unit dwellings) and are not considered ready for transition. • To assist with implementation and communicating expectations, guidelines should be developed to accompany the waste management policies, and should allow for and accommodate individual Councils' waste service standards. • Guidelines for building design for onsite waste collection should be included accounting for waste truck clearance heights and turning circle requirements. • Guidelines for internal building design with regard to waste management should be developed i.e. disposal chutes, internal bin storage and ventilation. Policy should be incorporated which includes provisions such as: Layout of amenities should consider proximity of waste collection to outdoor balconies and clothes drying areas to avoid odour conflict. • On-site waste collection should allow for separation of waste streams to ensure greater recycling.
Discussion Question
<p><i>1. How do we plan for current waste removal practices and technologies and provide flexibility for innovative future solutions?</i></p> <p>As residential densities increase it is important that performance guidelines are in place to ensure that resource recovery is maximised and waste to landfill is minimised.</p>

Theme 2: Water Security and Quality

General Feedback
<ul style="list-style-type: none"> • No feedback.
Discussion Questions
<ul style="list-style-type: none"> • No feedback.

Theme 3: Biodiversity

<p>General Feedback</p> <ul style="list-style-type: none"> • The policy should be responsive and updated in response to cumulative impacts on biodiversity. • Consideration should be given to interfacing/connection of backyard green lots in establishing green corridors across backyards. • Minimum standards should be established for setbacks large enough to incorporate canopy trees. Setbacks could be used as defacto easements for deep root zones. Opportunities to apply deep root zones should be sought in all areas of infill development and not just multi-storey apartment development.
<p>Discussion Questions</p> <p>1. Can the Code protect biodiversity in areas not identified as native vegetation and in modified landscapes with biodiversity value?</p> <p>Yes, if this is guided by a framework that identifies which values are required to be retained and enhanced. Applications would need to include some form of a flora and fauna impact assessment. This may be more easily accommodated for larger scale multi-lot development rather than single lot development.</p> <p>2. Can planning policy assess the cumulative impact of development on biodiversity?</p> <p>Assessing the cumulative impact of a development on biodiversity requires a benchmark to be established, for which the future impact of development on biodiversity can be measured against. Consideration needs to be given to what would be the baseline year/ measure, and how it would be assessed. Consideration should also be given to how this would work in unison with State Government policy to minimise biodiversity loss.</p> <p>Development Approvals (DA) are assessed one at a time in isolation which presents difficulties for assessing cumulative impact. An ability to update policy quickly at a point in time where the 'saturation point' is reached would provide a mechanism to restrict future development that impacts on biodiversity. However thought needs to be given to how case law and prevailing character elements of DA decision-making may contradict this intent.</p> <p>3. Can planning policy play a role in protecting and encouraging backyard biodiversity?</p> <p>Yes, There are opportunities for the Code to protect and encourage backyard diversity. Consideration could be given to assessment of landscaping schedules as part of the development assessment process with the Development Plan providing a schedule of plantings.</p> <p>Design considerations such as setbacks, appropriate subdivision, design, connectivity between private open space and fencing could all be factors which improve biodiversity outcomes.</p>

4. Do we need a policy to protect and encourage development of roadside vegetation?

Yes, we do need to protect and encourage development of roadside vegetation, but this should be balanced with protection and increased vegetation on sites with increasing density, and should not lead to biodiversity being pushed off site into the public realm.

Theme 4: Coastal Environments

Feedback
<ul style="list-style-type: none"> No Comment.
Discussion Question
<p>1. Does current planning policy adequately address the risk of new development from climate change impacts for at-risk coastal settlements?</p> <p>There is a limited amount of coast under the care and control of West Torrens Council, and therefore Council has a somewhat reduced ability to influence development along the coast. However, a significant amount of key and state significant infrastructure is located along the coastline in the City of West Torrens, such as Adelaide Shores and the Waste Water Treatment Plant, and SARDI Research Centre. Current planning policy does not adequately address at risk coastal settlements. Policy creation for at risk coastal settlements needs to take into account future climate impacts.</p>

Theme 5: Natural Hazards

General Feedback
<ul style="list-style-type: none"> When looking at flood risks, consideration needs to be given to mechanisms other than just finished floor levels when accommodating floods i.e. on site storage, pump systems etc.
Discussion Questions
<p>1. How can we better integrate council-owned flood data with the new Code and achieve consistency?</p> <p>Information on flood data is critical to the new code. Updating of flood mapping data needs to be brought forward, and ability to update the code in a timely fashion as new data becomes available.</p> <p>2. What climate change projections should be used? What time-frame and emission scenarios?</p>

A series of time-frames should be considered, i.e. 2030, 2050 and 2070. The projections should use high emissions scenario as this is what we are currently tracking against, and also means that the worst case scenario is catered for.

3. Should flood risk categories be based on physical (depth and velocity) and function and isolation risk factors?

No Comment.

Theme 6: Environment Protection and Public Health

General Feedback

- No Comment.

Discussion Questions

1. Should cumulative noise impact be undertaken as part of the development assessment process?

Yes, consideration needs to be given to the end state development potential of zoned areas where high noise levels are likely.

2. How can policy effectively address the interface between land uses in zones promoting mixed land uses? For example, a coffee roaster adjacent to a residential development in an urban corridor.

Establishment of prescriptive criteria for managing interfaces, as well as appropriate policy to manage impacts beyond the site. Industrial land uses in urban corridors are not supported.

17.5 Greening our City - Update

Brief

This report provides Elected Members with an update on the 'Greening our City' project which is partially funded through the State Government Greener Neighbourhoods program.

RECOMMENDATION

It is recommended to Council that the report be noted.

Introduction

At its meeting of 21 January 2020, Council was advised that the Administration was successful in receiving \$205,000 of grant funding through the South Australian Government's Greener Neighbourhoods Fund, for a project entitled 'Greening the City - tree planting to combat tree loss through urban infill'.

The project has three components:

Part One - Tree Audit:

- an audit of trees within the city to identify vacant tree locations, and to develop a clear picture of the green cover in local streetscapes;

Part Two:

- planting of 1,500 new trees with priority planting to occur in areas effected by in-fill development; and

Part Three:

- the establishment of a pilot 'Adopt a Tree' program where residents will be encouraged to care for newly planted trees.

The successful application required Council to match the funds on a dollar-for-dollar basis. Council's contribution is allocated within the City Operations, operational budget for 2019-2020.

This report provides further information relating to the project and the related funding.

Discussion

Update on the Project:

Part One - Tree Audit

The first part of the project involved undertaking an audit of trees on public land within the Council boundary in order to identify vacant tree locations across the area, and to develop a clear picture of the amount of green cover in the local streetscapes especially in hot spot areas identified by urban heat mapping.

As reported at Council's meeting of 21 January 2020, a contractor was engaged to collect the required data on an estimated 300km of streets within the council area.

The collection of data is now complete and revealed the City of West Torrens has 37,757 trees and approximately 3,589 vacant spaces have been identified where new trees could be planted (subject to Council's arborist inspection). The collected data can further be broken down into 31,977 street trees within the city and a further 5,780 reserve trees within our parks. The data collected from reserve trees refers to trees captured to a set criteria over a certain size and was based on potential risk.

A contractor was engaged to collect the data due to the immense number of trees required to be inspected within an ambitious timeframe. The audit process was carefully and meticulously set around a tight auditing and monitoring process.

For each of the 37,757 trees, the contractor:

- identified the tree and marked its location on a map;
- photographed the tree;
- identified the tree species;
- rated the health of the tree;
- identified the age of the tree;
- assessed the structure of the tree;
- measured the height of the tree;
- measured the canopy size;
- measured the circumference of the trunk;
- measured the verge width;
- assessed the tree's vigour;
- identified its status - Regulated or Significant;
- identified tree stumps; and
- undertook a risk assessment.

In addition, the contractor reported where the vacant spaces were located in Council streets to assist with prioritisation of tree planting for Council's Arboriculture and Horticulture teams.

This resulted in over 41,356 trees and tree spaces being audited over an approximate three month period at a cost of just under \$5 per tree. Random audit inspections were undertaken by qualified staff members in order to monitor and confirm the data being collected was accurate.

In addition to the audit, the Administration has been working with software company 'Forestreet' and purchased a tree management program in order to manage the audit data. The software has a number of reporting capabilities. For example, it can provide a consolidated picture of where trees are located by suburb and also where each species is located. Information gathered from the data indicates that the top five species planted within the council area are:

- Queensland Box (*Lophostemon confertus*) - 2,900 planted
- Bottle brush (*Callistemon* species) - 2,200 planted
- Golden Rain Tree (*Koelreuteria paniculata*) - 1,750 planted
- Jacaranda (*Jacaranda mimosifolia*) - 1,660 planted
- Flowering Pear (*Prunus* species) - 1,500 planted

This data will assist staff to determine the species selection during future tree planting programs. To build a resilient urban forest, we need a diverse tree species population. Tree diversity also supports our fauna that rely on different tree species to survive. The trees planted along the streets of West Torrens provide safe habitat and biodiversity for local birdlife and Council staff will also ensure appropriate planting standards are set and will maintain good new tree stock within the range of 1.5 - 2m in height.

Part Two - Tree Planting

The second component of the project includes the targeted planting of 1,500 new trees (of appropriate planting standard) planted mainly in streets effected by urban in-fill development and high density living. The data collected by the audit has assisted in identifying and prioritising tree planting/replacement in order to increase canopy cover and create a more liveable city.

As mentioned in the report presented on 21 January 2020, tree species selection is underway and is based on a number of factors including but not limited to:

- Species already located along the streetscape;
- Species that can survive in the specific local conditions including soil, verge width, and overhead power lines;
- Trees with good canopies are recommended on streets in order to maximise shade; and
- Availability of tree stock at the appropriate planting standard.

The audit revealed 3,589 vacant spaces where new trees can be planted. The grant funding (matched with Council funding) will allow Council to double its annual street tree planting to 1,500 new trees of which there are over 60 diverse species selected for the 2020/2021 planting season. The focus for the planting (due to funding guidelines) will be streets impacted by tree removals as a result of urban-infill, as the number of trees being removed across the area is resulting in a net loss of canopy each year. Tree planting in these areas is the first step in mitigating identified hot spots and biodiversity gaps.

Medium sized trees with good canopies and less invasive root systems are preferred trees for our local streetscapes.

The administration is also currently developing guidelines for appropriate tree species that when planted in narrow verges in suburbs such as Thebarton, they will have the best chance of thriving. Further information will be provided as it becomes available.

Part Three - "Adopt a Tree" Program

The final component of the project is the establishment of a pilot "Adopt a Tree" program (an action in Council's Tree Strategy, 2018) which will encourage local residents to assist in caring for newly planted street trees in order to maximise their chance of long-term survival. It is proposed to distribute a "care pack" to residents and include items such as a watering bucket, plant nutrient and gloves, as well as information relating to the many benefits trees offer our communities.

The "care pack" will be initially delivered to residents who receive a new street tree planted in the verge fronting their property.

Climate Impact Considerations

(Assessment of likely positive or negative implications of this decision will assist Council and the West Torrens Community to build resilience and adapt to the challenges created by a changing climate.)

Shady streetscapes are an effective means of reducing urban heat island effects, resulting in savings in energy use and reduced production of greenhouse gases. Urban trees and other flora, whether native, indigenous or exotic, provide habitat for urban fauna.

Conclusion

Since receiving a grant of \$205,000 (matched dollar-for-dollar by Council) late in 2019 through the South Australian Government's Greener Neighbourhoods Fund, a number of key tasks have been undertaken in order to gain a clear picture of the trees currently planted within the City of West Torrens.

An audit has been completed which revealed that over 37,000 trees are located within the city and approximately 3,589 vacant spaces have been identified where new trees could be planted. In addition, new software has been purchased to manage the audit data and assist the administration plan for future tree planting and maintenance.

For the 2020/2021 planting season, it is expected that 1,500 new trees will be planted (double the annual Council tree planting number) consisting of over 60 diverse tree species. Residents who receive a new tree planted in the verge fronting their property will receive a "care pack" to encourage the local residents to assist caring for the newly planted tree through the pilot "Adopt a Tree" program.

Attachments

Nil

17.6 National General Assembly of Local Government 2020 - Call for Motions

Brief

This report advises of the outcome of seeking Notices of Motion for inclusion in the agenda for the Australian Local Government Association National Assembly 2020.

RECOMMENDATION

It is recommended to Council that the report be received.

Or

The motion contained within this report be submitted to the Australian Local Government Association.

Introduction

The Australian Local Government Association (ALGA) will hold its National General Assembly of Local Government (NGA) in Canberra from 14 June 2020 to 16 June 2020 and is calling for Notices of Motions to be presented to the NGA.

Accordingly, a report was presented to the 18 February 2020 meeting of Council outlining the timeline for proposing items of business for the NGA.

Discussion

As per the 18 February 2020 report, the timeline for submitting proposed notices of motions is as follows:

1. Draft Items be provided to the Chief Executive Officer by **Monday 2 March 2020**.
2. Draft Items to be presented to the **Tuesday 17 March 2020** Council Meeting for approval.
3. The CEO to subsequently finalise the wording of any Items to facilitate changes of a practical nature without the need to refer back to a formal meeting of Council.
4. Administration to provide approved motions to ALGA by no later than the close of business on **Friday 27 March 2020**.
5. In the event that no Notices of Motion are received by the due date, a report advising of this will be presented to Council.

Internal Notices of Motion

No proposed notices of motion were received by the Chief Executive Officer by the due date of 2 March 2020.

External Notices of Motion

The City of West Torrens received one external proposal for a notice of motion from Walking South Australia (**Attachment 1**). Walking South Australia is based at 118 Richmond Road, Marleston 5033 in the City of West Torrens.

The proposed motion in its entirety reads:

MOTION

That the National General Assembly recognises that an increased uptake in walking and cycling nationally would result in financial benefits and improved health and wellbeing for Australians as well as enabling greater economic growth, productivity, social and environmental benefits.

The National General Assembly therefore calls on the Federal Government to, in consultation with State, Territory and Local Government authorities allocate funding for a fifth round of the Building Better Regions funding (or alternate funding source) to a national infrastructure project to link up the gaps in existing walking and cycling paths/trails in both cities and the regions.

National Objective

Increasing the number of people who walk and ride bikes for utility trips, recreation and tourism would have significant and wide-ranging benefits for individuals and the wider community which could be realised at all levels of government.

The growth of our cities is leading to increasing congestion on roads and public transport networks. This congestion stifles economic growth and productivity as well as contributing to poor urban air quality, increasing carbon emissions and road trauma.

Improved walking and cycling infrastructure will encourage more people to take up active travel, thereby providing a solution to urban congestion, enhancing the economic growth potential of cities and reducing the impact of urban transport on the environment and health system.

Many regional communities have been impacted by the recent national bushfire crisis, ongoing drought and flooding. Encouraging visitors to regional areas will support the recovery of these communities as they seek to rebuild the local economy and supporting infrastructure. The provision of connected paths/trails will support increasing visitation to regional areas by providing infrastructure that is attractive to visitors/tourists.

A coordinated response to address these critical issues of national importance will help to drive economic growth in both our cities and regions and enhance quality of life for all Australians.

Summary of Key Arguments

In addition to benefitting the individual, there are also significant benefits to society of increased walking and cycling. Congestion on our road and public transport networks is reduced, health costs and required investment in public transport and road networks are lowered, productivity is boosted, carbon emissions are reduced and noise levels, air quality, the sense of community in our streets and the liveability of our cities can all be improved.

Congestion impacts the economy – in greater Sydney the cost of congestion is anticipated to increase from \$8.1 billion in 2016 to an estimated \$15.9 billion in 2031.

It is well documented that riding bikes is good for the economy – a recent study finding that cycling contributes GBP5.4 billion each year to the UK economy (Newson and Sloman, 2018).

Given the high number of short private motor vehicle trips within urban areas, there is significant potential to increase trips on foot and by bike and reduce reliance on private cars and public transport.

Infrastructure Australia recognises the national significance of increasing investment in walking and cycling. The Infrastructure Priority List (2020) includes two active transport projects on its Priority Initiatives list (for Sydney and Melbourne). Reducing urban congestion is stated as one of the key drivers for considering these projects as priorities for investment.

Increasing capacity on the road and public transport networks is generally costly and often problematic within developed cities. Investment in walking/cycling infrastructure provides a considerable return on investment. The UK Department for Transport has found that the average Benefit Cost Ratio for walking/cycling projects is 13:1.

Walking and cycling present a significant tourism opportunity for regional Australia, with several regional areas already enjoying the economic benefits of increasing visitations by people looking to enjoy walking and cycling experiences. The provision of funding for path or trail infrastructure to regional areas will assist in attracting high-value walking and cycling tourists to these areas and support regional jobs and economies."

Climate Impact Considerations

(Assessment of likely positive or negative implications of this decision will assist Council and the West Torrens Community to build resilience and adapt to the challenges created by a changing climate.)

Cycling and walking have considerable benefits to the community in terms of health and a reduction in the use of fossil fuels. Increasing public health means communities are more resilient and better able to adapt to a changing climate. A reduction in the use of fossil fuels has a direct positive impact in reducing the contribution to climate change.

Conclusion

The Australian Local Government Association is seeking notices of motion for the National General Assembly of Local Government 2020. This report presents one motion received from an external party.

Attachments

1. Notice of Motion from Walking South Australia

From: [Helen Donovan](#)
To: [Helen Donovan](#)
Subject: Motion for the National General Assembly of Local Government 2020
Date: Tuesday, 3 March 2020 9:37:50 PM
Attachments: [image002.png](#)

Please forward the letter below to the mayor, elected members and CEO

Dear Mayor, Councillors and CEO

Walking SA is the peak body in South Australia for all types of walking. Our vision is to get *'more people walking more often'*. Walking SA supports all South Australians through our work to systemically improve access to walking for transport and recreation. Walking SA is also a member of **Bushwalking Australia**, the National body representing the interests of bushwalkers and other recreational walkers.

As the peak body for walking, we would like to encourage you to lodge a motion at the upcoming National General Assembly of Local Government 2020 relating to a strategic focus on boosting walkability nationally. Increasing the number of people who walk for utility trips, recreation and tourism would have significant and wide-ranging benefits for individuals and the wider community which could be realised at all levels of government.

The growth of our cities is leading to increasing congestion on roads and public transport networks. This congestion stifles economic growth and productivity as well as contributing to poor urban air quality, increasing carbon emissions and road trauma. Improved walking (and cycling) infrastructure will encourage more people to take up active travel, thereby providing a solution to urban congestion, enhancing the economic growth potential of cities and reducing the impact of urban transport on the environment and health system.

Many regional communities have been impacted by the recent national bushfire crisis, ongoing drought and flooding. Encouraging visitors to regional areas will support the recovery of these communities as they seek to rebuild the local economy and supporting infrastructure. The provision of connected paths/trails will support increasing visitation to regional areas by providing infrastructure that is attractive to visitors/tourists.

A coordinated response to address these critical issues of national importance will help to drive economic growth in both our cities and regions and enhance quality of life for all Australians.

With this in mind, we encourage you to lodge the motion below (or similar) by 27 March 2020.

This motion provides both the rational, and the practical mechanism to take action.

We welcome any questions or feedback but otherwise encourage you to consider putting forward the motion below. If every LGA in Australia puts forward a similar motion, we provide a clear and consistent message to the federal government. Consistency and collaboration can yield significant results in building the health and economy of our communities.

Warm regards

Helen Donovan

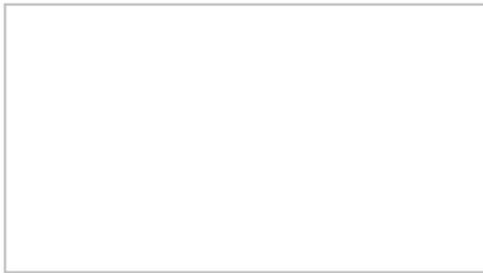
Dr Helen Donovan
Executive Director

walkingsa.org.au

facebook.com/walkingSA

Ph 0457 006 620 | office@walkingsa.org.au

Office | 118 Richmond Road, Marleston SA 5033



Motion

That the National General Assembly recognises that an increased uptake in walking and cycling nationally would result in financial benefits and improved health and wellbeing for Australians as well as enabling greater economic growth, productivity, social and environmental benefits.

The National General Assembly therefore calls on the Federal Government to, in consultation with State, Territory and Local Government authorities to allocate funding for a fifth round of the Building Better Regions funding (or alternate funding source) to a national infrastructure project to link up the gaps in existing walking & cycling paths/trails in both cities and the regions.

National Objective

Increasing the number of people who walk and ride bikes for utility trips, recreation and tourism would have significant and wide-ranging benefits for individuals and the wider community which could be realised at all levels of government.

The growth of our cities is leading to increasing congestion on roads and public transport networks. This congestion stifles economic growth and productivity as well as contributing to poor urban air quality, increasing carbon emissions and road trauma.

Improved walking and cycling infrastructure will encourage more people to take up active travel, thereby providing a solution to urban congestion, enhancing the economic growth potential of cities and reducing the impact of urban transport on the environment and health system.

Many regional communities have been impacted by the recent national bushfire crisis, ongoing drought and flooding. Encouraging visitors to regional areas will support the recovery of these communities as they seek to rebuild the local economy and supporting infrastructure. The provision of connected paths/trails will support increasing visitation to regional areas by providing infrastructure that is attractive to visitors/tourists.

A coordinated response to address these critical issues of national importance will help to drive economic growth in both our cities and regions and enhance quality of life for all Australians.

Summary of Key Arguments

In addition to benefitting the individual, there are also significant benefits to society of increased walking and cycling. Congestion on our road and public transport networks is reduced, health costs and required investment in public transport and road networks are lowered, productivity is boosted, carbon emissions are reduced and noise levels, air quality, the sense of community in our streets and the liveability

of our cities can all be improved.

Congestion impacts the economy – in greater Sydney the cost of congestion is anticipated to increase from \$8.1 billion in 2016 to an estimated \$15.9 billion in 2031.

It is well documented that riding bikes is good for the economy – a recent study finding that cycling contributes GBP5.4 billion each year to the UK economy (Newson and Sloman, 2018).

Given the high number of short private motor vehicle trips within urban areas, there is significant potential to increase trips on foot and by bike and reduce reliance on private cars and public transport.

Infrastructure Australia recognises the national significance of increasing investment in walking and cycling. The Infrastructure Priority List (2020) includes two active transport projects on its Priority Initiatives list (for Sydney and Melbourne).

Reducing urban congestion is stated as one of the key drivers for considering these projects as priorities for investment.

Increasing capacity on the road and public transport networks is generally costly and often problematic within developed cities. Investment in walking/cycling infrastructure provides a considerable return on investment. The UK Department for Transport has found that the average Benefit Cost Ratio for walking/cycling projects is 13:1.

Walking and cycling present a significant tourism opportunity for regional Australia, with several regional areas already enjoying the economic benefits of increasing visitations by people looking to enjoy walking and cycling experiences. The provision of funding for path or trail infrastructure to regional areas will assist in attracting high-value walking and cycling tourists to these areas and support regional jobs and economies.

17.7 Nominations sought for the South Australian Local Government Grants Commission Brief

This report seeks nominations to the South Australian Local Government Grants Commission.

RECOMMENDATION

It is recommended to Council that:

Cr..... be nominated for the South Australian Local Government Grants Commission.

Or

The report be received.

Introduction

The South Australian Local Government Grants Commission (LGGC) is established pursuant to the *South Australian Local Government Grants Act 1992*, and the Local Government Association (LGA) has put out a call for nominations as the term of the current local government representative expires on 22 May 2020 (**Attachment 1**).

Discussion

The LGGC has two primary roles. The first is to provide recommendations to the Minister for Local Government on the distribution of the untied Commonwealth Financial Assistance Grants to councils. The second is to perform the role of the Local Government Boundaries Commission (the independent body that assesses and investigates council boundary change proposals) and make recommendations to the Minister for Local Government.

Term and Appointment

Appointments to the LGGC are for a period of up to five years. The current local government representative is Mayor Dave Burgess of Mid Murray Council. His term expires on 22 May 2020 and he is eligible for re-appointment.

Remuneration and meeting frequency

Members of the LGGC receive an annual income of \$13,570 for attendance at meetings. The LGGC Board meets approximately 15 times per year.

Nomination Process

Pursuant to s36A of the *Acts Interpretation Act 1915* the LGA must provide a panel of at least three nominees (including at least one male and one female) from which the Minister will select the appointee.

In December 2019, the LGA Board of Directors approved a new policy for the appointment and nominations to outside bodies. This new policy allows for varied rigour in the examination of nominees that is commensurate with the responsibilities and strategic importance of the role. The policy allows for the LGA Board of Directors to set selection criteria. These are contained in **Attachment 2**.

The new policy also enables the LGA Secretariat to maintain a Nominees Database, which will record the details of nominees who agree to be considered for other vacancies for a period of 12 months based on the nominee's preferences. The nomination form (**Attachment 3**) asks nominees whether they want to be listed on said database.

The Policy also establishes a Nominations Committee of the LGA Board of Directors, which may undertake preliminary consideration of nominees and make recommendations to the LGA Board of Directors. In relation to the LGGC, this may include the Nominations Committee undertaking interviews and/or requesting the details of referees.

Nominees must be a currently serving council member or employee and nominations may only be submitted following a resolution of Council.

Nominations are required to be submitted to the LGA by **Close of Business, 6 April 2020**, and must include a completed nomination form and a current Curriculum Vitae.

The LGA Board of Directors will consider the nominations at its meeting on Thursday 23 April 2020.

Nominations

Cr George Vlahos has given notice of his intention to nominate to the South Australian Local Government Grants Commission.

Climate Impact Considerations

(Assessment of likely positive or negative implications of this decision will assist Council and the West Torrens Community to build resilience and adapt to the challenges created by a changing climate.)

There is no direct environmental impact in relation to this report.

Conclusion

The LGA has called for nominations to the South Australian Local Government Grants Commission.

Attachments

1. **Circular 9.3 - Nominations sought for the South Australian Local Government Grants Commission**
2. **Call for Nominations (Part A) South Australian Local Government Grants Commission**
3. **Nominations Form (Part B) South Australian Local Government Grants Commission**

05/03/2020

LGASA - Nominations sought for the SA Local Government Grants Commission.



Circulars

Nominations sought for the SA Local Government Grants Commission. - Circular 9.3

To

Chief Executive Officer
Corporate Services Staff
Elected Members
Governance Officers

Date

25 February 2020

Contact

Alicia Stewart
Email: alicia.stewart@lga.sa.gov.au

Response Required

No

Summary

The LGA is seeking nominations for a local government representative on the South Australian Local Government Grants Commission for a term commencing on 23 May 2020. Nominations must be forwarded to the LGA by COB 6 April 2020.

The South Australian Local Government Grants Commission (LGGC) is established pursuant to the *South Australian Local Government Grants Commission Act 1992*.

The LGGC has two primary roles:

- (a) to provide recommendations to the Minister for Local Government on distribution of untied Commonwealth Financial Assistance Grants to councils, and
- (b) to perform the role of the Local Government Boundaries Commission – the independent body that assesses and investigates council boundary change proposals and makes recommendations to the Minister for Local Government.

Appointments are for a period of up to 5 years.

The term of the current local government representative, Mayor Dave Burgess of Mid Murray Council, is due to expire on 22 May 2020. Mayor Burgess is eligible to apply for re-appointment.

Members receive an annual income of \$13,570 for attendance at meetings. The Board meets approximately 15 times a year.

In accordance with section 36A of the *Acts Interpretation Act 1915*, the LGA must provide a panel of at least three nominees (including at least one male and one female) from which the Minister will select the appointee.

Changes to LGA Appointments and Nominations Processes

In December 2019 the LGA Board of Directors endorsed a new *LGA Appointments and Nominations to Outside Bodies Policy* ([available here](#)), which provides for varied rigour in the examination of nominees that is commensurate with the responsibilities and strategic importance of the Outside Body.

Under the Policy, the LGA Board of Directors may set selection criteria to be addressed by nominees; if selection criteria have been set these will be specified in the Call for Nominations Information Sheet (Part A – [available here](#)).

The Policy also enables the LGA Secretariat to maintain a Nominees Database, which will record the details of nominees who agree to be considered for other vacancies for a period of 12 months based on the nominee's preferences. The Nominations Form (Part B – [available here](#)) asks nominees whether they want to be listed on the database.

The Policy establishes a Nominations Committee of the LGA Board of Directors, which may undertake preliminary consideration of nominees and make recommendations to the LGA Board of Directors. In relation to the LGGC, this may include the Nominations Committee undertaking interviews and/or requesting the details of referees.

LGA nominations on Outside Bodies will, unless determined otherwise by the LGA Board of Directors, be currently serving council members or employees of a council or other local government entity. Only nominations submitted by a council, following a resolution of council, will be considered.

How to nominate

The Call for Nominations Information Sheet (Part A – [available here](#)) provides further information regarding the role, as well as any selection criteria to be addressed by the nominee.

The nominee and council are required to complete the Nominations Form (Part B – [available here](#)) and forward to nominationscoordinator@lga.sa.gov.au by **COB 6 April 2020**.

An up-to-date Curriculum Vitae and a response to the selection criteria (no more than 2 pages) must be supplied by the nominee – these may be submitted with the Nominations Form or forwarded separately by COB 6 April 2020.

The LGA Board of Directors will consider nominations received at its meeting on Thursday 23 April 2020.

For further information, please contact the Nominations Coordinator, Alicia Stewart, at nominationscoordinator@lga.sa.gov.au or 8224 2037

PART A

LGA Appointments and Nominations to Outside Bodies — Call for Nominations

SA Local Government Grants Commission	
Governing Statute (if applicable)	<i>South Australian Local Government Grants Commission Act 1992</i>
Purpose/Objective	Two primary roles: <ul style="list-style-type: none"> (a) to provide recommendations to the Minister for Local Government on distribution of untied Commonwealth Financial Assistance Grants to councils, (b) to perform the role of the Local Government Boundaries Commission – the independent body that assesses and investigates council boundary change proposals and makes recommendations to the Minister for Local Government.
Administrative Details	Appointments are for a period of <u>up to</u> 5 years. Members receive an annual income of \$13,570 for attendance at meetings. The Board meets approximately 15 times a year.
Selection Criteria (to be addressed by applicant)	<ul style="list-style-type: none"> • broad local government experience • exposure to financial management and decision making across multiple local government bodies for example multiple councils, regional subsidiaries or the LGA Board, SAROC or GAROC
<i>In accordance with the LGA Appointments and Nominations to Outside Bodies Policy, selection for appointment or nomination to this Outside Body may include the conduct of interviews and checking of referees by the LGA. By applying, the nominee accepts that the LGA may request an interview and/or the details of referees.</i>	
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>	
For more information contact: LGA Nominations Coordinator at nominationscoordinator@lga.sa.gov.au or 8224 2000	



The voice of local government.

PART B

LGA Appointments and Nominations to Outside Bodies — Nomination Form

Instructions

This form:

- *Must be submitted by a council*
- *Must be emailed in PDF format to nominationscoordinator@lga.sa.gov.au*
- *Receipt of nomination will be acknowledged by return email*
- *CV and response to selection criteria (if applicable) may be emailed separately by the nominee and will be treated confidentially*

This nomination form fulfils the requirements of the LGAs Appointments and Nominations to Outside Bodies Policy, [available here](#).

SECTION 1 to be completed by Council, SECTION 2 to be completed by Nominee.

Please refer to the *Call for Nominations* information sheet (Form: PART A) for details of the Outside Body and the selection criteria to be met by the nominee.

SECTION 1: COUNCIL to complete

SA Local Government Grants Commission	
Council Details	
Name of Council submitting the nomination	
Contact details of council officer submitting this form	Name: Position: Email: Phone:
Council meeting minute reference and date	
Nominee Full Name	
elected member <input type="checkbox"/> OR employee of council <input type="checkbox"/> OR employee of local government entity <input type="checkbox"/>	
<i>Note: by submitting this nomination council is recommending the nominee is suitable for the role.</i>	



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PART B

SECTION 2: NOMINEE to complete

SA Local Government Grants Commission			
Nominee Details			
Full Name		Gender	
Home / Postal Address			
Phone		Mobile	
Email			
Why are you interested in this role?			
CV	attached <input type="checkbox"/> OR forwarding separately <input type="checkbox"/>		
Response to selection criteria (if applicable) Please refer to the Call for Nominations information sheet for the selection criteria to be addressed.	Nominee to provide response to selection criteria (of no more than 2 pages) for consideration by the LGA Board of Directors. attached <input type="checkbox"/> OR forwarding separately <input type="checkbox"/>		
Do you agree for your details to be retained on the LGA Nominees Database for a period of 12 months in order to be considered for other vacancies to Outside Bodies? Yes <input type="checkbox"/> OR No <input type="checkbox"/> If Yes, please list any fields of interest or Outside Bodies of interest: • _____			
Undertaking: 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 <input type="checkbox"/> No <input type="checkbox"/>			
Signature of Nominee: _____			

17.8 Nominations sought for the Adelaide Cemeteries Authority Board

Brief

This report seeks nominations to the Adelaide Cemeteries Authority Board.

RECOMMENDATION

It is recommended to Council that:

Cr..... be nominated for the Adelaide Cemeteries Authority Board.

Or

The report be received.

Introduction

The Adelaide Cemeteries Authority Board (Board) is a statutory corporation to which the provisions of the *Adelaide Cemeteries Authority Act 2001* apply (**Attachment 1**).

The Local Government Association (LGA) has called for nominations as the current local government representative has resigned.

Discussion

The Adelaide Cemeteries Authority has a number of primary functions, being:

- the administration and maintenance of the following as public cemeteries: Cheltenham Cemetery, Enfield Memorial Park, and West Terrace Cemetery;
- the administration and maintenance of any other cemetery established or acquired by the Authority;
- the burial or other disposal of human remains in an Authority cemetery;
- activities associated with the heritage or historical significance of an Authority Cemetery; and
- any other function assigned to the Authority by or under the Act, or by the Minister.

Term and Appointment

Appointments to the Board are for a period of three years. The current local government representative, Ms Sue Clearihan has resigned pending a replacement.

Remuneration and meeting frequency

Members of the Board receive an annual income of \$12,383 for attendance at meetings and the Board meet on a monthly basis at a minimum of ten times per year.

Nomination Process

The *Adelaide Cemeteries Authority Act 2001* requires the LGA to provide a panel of three nominees from which the Minister will select the appointee. In accordance with section 36A of the *Acts Interpretation Act 1915* the panel of nominees must include at least one male and one female.

In December 2019, the LGA Board of Directors endorsed a new policy for the appointment and nominations to outside bodies. This new policy allows for varied rigour in the examination of nominees that is commensurate with the responsibilities and strategic importance of the role. The policy allows for the LGA Board of Directors to set selection criteria. These are contained in **Attachment 2**.

The new policy also enables the LGA Secretariat to maintain a Nominees Database, which will record the details of nominees who agree to be considered for other vacancies for a period of 12 months based on the nominee's preferences. The nomination form (**Attachment 3**) asks nominees whether they want to be listed on said database.

The Policy also establishes a Nominations Committee of the LGA Board of Directors, which may undertake preliminary consideration of nominees and make recommendations to the LGA Board of Directors. In relation to the Board, this may include the Nominations Committee undertaking interviews and/or requesting the details of referees.

Nominees must be a currently serving council member or employee and nominations may only be submitted following a resolution of Council.

Nominations are required to be submitted to the LGA by **Close of Business, 6 April 2020**, and must include a completed nomination form and a current Curriculum Vitae.

The LGA Board of Directors will consider the nominations at its meeting on Thursday 23 April 2020.

Climate Impact Considerations

(Assessment of likely positive or negative implications of this decision will assist Council and the West Torrens Community to build resilience and adapt to the challenges created by a changing climate.)

There is no direct environmental impact in relation to this report.

Conclusion

The LGA has called for nominations to the Adelaide Cemeteries Authority Board.

Attachments

- 1. Circular 9.2 - Nominations sought for the Adelaide Cemeteries Authority Board**
- 2. Call for Nominations (Part A) Adelaide Cemeteries Authority Board**
- 3. Nominations Form (Part B) Adelaide Cemeteries Authority Board**

05/03/2020

LGASA - Nominations sought for the Adelaide Cemeteries Authority Board



Circulars

Nominations sought for the Adelaide Cemeteries Authority Board - Circular 9.2

To

Chief Executive Officer
Elected Members
Finance and Accounting Staff
Governance Officers

Date

25 February 2020

Contact

Alicia Stewart
Email: alicia.stewart@lga.sa.gov.au

Response Required

No

Summary

The LGA is seeking nominations for a local government representative on the Adelaide Cemeteries Authority Board for a term commencing upon appointment. Nominations must be forwarded to the Nominations Coordinator at the LGA by COB 6 April 2020.

Adelaide Cemeteries Authority Board

The Adelaide Cemeteries Authority Board (Board) is a statutory corporation to which the provisions of the *Adelaide Cemeteries Authority Act 2001* apply.

The Authority's primary functions are:

- (a) the administration and maintenance of the following as public cemeteries: Cheltenham Cemetery, Enfield Memorial Park, and West Terrace Cemetery;
- (b) the administration and maintenance of any other cemetery established or acquired by the Authority;
- (c) the burial or other disposal of human remains in an Authority cemetery;
- (d) activities associated with the heritage or historical significance of an Authority Cemetery; and
- (e) any other function assigned to the Authority by or under the Act, or by the Minister.

Appointments to the Board are for a period of three years.

Members receive an annual income of \$12,383 for attendance at meetings.

The Board meets on a monthly basis at least ten times per year.

The current local government representative, Ms Sue Cleirhan, has resigned pending a replacement.

The *Adelaide Cemeteries Authority Act 2001* requires the LGA to provide a panel of three nominees from which the Minister will select the appointee. In accordance with section 36A of the *Acts Interpretation Act 1915* the panel of nominees must include at least one male and one female.

Changes to LGA Appointments and Nominations Processes

In December 2019 the LGA Board of Directors endorsed a new *LGA Appointments and Nominations to Outside Bodies Policy* ([available here](#)), which provides for varied rigour in the examination of nominees that is commensurate with the responsibilities and strategic importance of the Outside Body.

Under the Policy, the LGA Board of Directors may set selection criteria to be addressed by nominees; if selection criteria have been set these will be specified in the Call for Nominations Information Sheet (Part A – [available here](#)).

The Policy also enables the LGA Secretariat to maintain a Nominees Database, which will record the details of nominees who agree to be considered for other vacancies for a period of 12 months based on the nominee's preferences. The Nominations Form (Part B- [available here](#)) asks nominees whether they want to be listed on the database.

The Policy establishes a Nominations Committee of the LGA Board of Directors, which may undertake preliminary consideration of nominees and make recommendations to the LGA Board of Directors.

LGA nominations on Outside Bodies will, unless determined otherwise by the LGA Board of Directors, be currently serving council members or employees of a council or other local government entity. Only nominations submitted by a council, following a resolution of council, will be considered.

How to nominate

The Call for Nominations Information Sheet (Part A – [available here](#)) provides further information regarding the role, as well as any selection criteria to be addressed by the nominee.

The nominee and council are required to complete the Nominations Form (Part B – [available here](#)) and forward to nominationscoordinator@lga.sa.gov.au by **COB 6 April 2020**.

An up-to-date Curriculum Vitae and a response to the selection criteria (no more than 2 pages) must be supplied by the nominee – these may be submitted with the Nominations Form or forwarded separately by COB 6 April 2020.

The LGA Board of Directors will consider nominations received at its meeting on Thursday 23 April 2020.

For further information, please contact the Nominations Coordinator, Alicia Stewart, at nominationscoordinator@lga.sa.gov.au or 8224 2037

PART A

LGA Appointments and Nominations to Outside Bodies — Call for Nominations

Adelaide Cemeteries Authority Board	
Governing Statute (if applicable)	Adelaide Cemeteries Authority Act 2001
Purpose/Objective	<p>The Authority's primary functions are:</p> <ul style="list-style-type: none"> (a) the administration and maintenance of the following as public cemeteries: Cheltenham Cemetery, Enfield Memorial Park, and West Terrace Cemetery; (b) the administration and maintenance of any other cemetery established or acquired by the Authority; (c) the burial or other disposal of human remains in an Authority cemetery; (d) activities associated with the heritage or historical significance of an Authority Cemetery; and (e) any other function assigned to the Authority by or under the Act, or by the Minister.
Administrative Details	<p>Appointments to the Board are for a period of three years.</p> <p>Members receive an annual income of \$12,383 for attendance at meetings.</p> <p>The Board meets on a monthly basis at least ten times per year.</p>
Selection Criteria (to be addressed by applicant)	<ul style="list-style-type: none"> • practical knowledge of and experience in local government/ broad local government experience • commercial and business acumen • previous board experience
<p>Liability and indemnity cover</p> <p><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></p> <p>For more information contact: LGA Nominations Coordinator at nominationscoordinator@lga.sa.gov.au or 8224 2000</p>	



The voice of local government.

PART B

LGA Appointments and Nominations to Outside Bodies — Nomination Form

Instructions

This form:

- *Must be submitted by a council*
- *Must be emailed in PDF format to nominationscoordinator@lga.sa.gov.au*
- *Receipt of nomination will be acknowledged by return email*
- *CV and response to selection criteria (if applicable) may be emailed separately by the nominee and will be treated confidentially*

This nomination form fulfils the requirements of the LGAs Appointments and Nominations to Outside Bodies Policy, [available here](#).

SECTION 1 to be completed by Council, SECTION 2 to be completed by Nominee.

Please refer to the *Call for Nominations* information sheet (Form: PART A) for details of the Outside Body and the selection criteria to be met by the nominee.

SECTION 1: COUNCIL to complete

Adelaide Cemeteries Authority Board	
Council Details	
Name of Council submitting the nomination	
Contact details of council officer submitting this form	Name: Position: Email: Phone:
Council meeting minute reference and date	
Nominee Full Name	
elected member <input type="checkbox"/> OR employee of council <input type="checkbox"/> OR employee of local government entity <input type="checkbox"/>	
<i>Note: by submitting this nomination council is recommending the nominee is suitable for the role.</i>	



The voice of local government.

PART B

SECTION 2: NOMINEE to complete

Adelaide Cemeteries Authority Board			
Nominee Details			
Full Name		Gender	
Home / Postal Address			
Phone		Mobile	
Email			
Why are you interested in this role?			
CV	attached <input type="checkbox"/> OR forwarding separately <input type="checkbox"/>		
Response to selection criteria (if applicable) <small>Please refer to the Call for Nominations information sheet for the selection criteria to be addressed.</small>	<i>Nominee to provide response to selection criteria (of no more than 2 pages) for consideration by the LGA Board of Directors.</i> attached <input type="checkbox"/> OR forwarding separately <input type="checkbox"/>		
Do you agree for your details to be retained on the LGA Nominees Database for a period of 12 months in order to be considered for other vacancies to Outside Bodies? Yes <input type="checkbox"/> OR No <input type="checkbox"/> If Yes, please list any fields of interest or Outside Bodies of interest: • _____			
Undertaking: <i>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?</i> Yes <input type="checkbox"/> No <input type="checkbox"/>			
Signature of Nominee: _____			

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 9 and 10.

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 9 and 10



Local Government Association of South Australia

9.1 Water Services - Infrastructure Standard issued.

To provide clarity to the Water Industry on technical requirements, the Technical Regulator has published an Infrastructure Standard which adopts the Water Services Association of Australia (WSAA) codes as the principle minimum Standard for water and sewerage infrastructure. This Circular has further information

9.2 Nominations sought for the Adelaide Cemeteries Authority Board

The LGA is seeking nominations for a local government representative on the Adelaide Cemeteries Authority Board for a term commencing upon appointment. Nominations must be forwarded to the Nominations Coordinator at the LGA by COB 6 April 2020.

9.3 Nominations sought for the SA Local Government Grants Commission.

The LGA is seeking nominations for a local government representative on the South Australian Local Government Grants Commission for a term commencing on 23 May 2020. Nominations must be forwarded to the LGA by COB 6 April 2020.

9.4 Landscapes Levy - Rates, Boundaries and Regulations

This Circular and the attachment provide information to councils on setting their Landscapes Levy (in 2020-21 and 2021-22), the new boundaries for Landscapes Regions and issues the sector need to consider before the Landscapes Regulations are drafted. Council feedback will inform LGA advocacy. Nominations to NRM Boards are now open. Details are included.

9.5 New Program - Cyber Security Training

Don't miss out!

9.6 Don't miss out on IAP2 training

Book Now to secure your place

9.7 Search, Stock, Risk – Get your ChemAlert Training now

Book now to ensure viability!

9.8 Have you enrolled for Grants and Funding training yet?

Get your grant application over the line!

9.9 Nominations for the 2020 Joy Baluch Awards close today

Nominations for the 2020 Joy Baluch Awards close today. Further information is in this circular.



Local Government Association of South Australia

10.1 Review of the Commonwealth Land Acquisition Act 1989 (Cth)

It has been 30 years since the commencement of the Lands Acquisition Act 1989 (Cth) and you now have the opportunity to have your say on how it can be improved to best support the Commonwealth and the community into the future. The opportunity to contribute to this review closes on the 17 April 2020.

10.2 LGA Ordinary General Meeting - 3 April 2020 - Agenda available

The agenda for the 2020 LGA Ordinary General Meeting is now available.

10.3 2020 Council Best Practice Showcase & OGM - draft program, registrations & last chance to nominate for service recognition

Further information can be found in this circular on the 2020 Council Best Practice Showcase & OGM, including the draft program, elected member service recognition and registrations.

10.4 2020/21 Special Local Roads Program - Call for Applications

The Local Government Transport Advisory Panel is now calling for applications for the 2020/21 Special Local Roads Program. This circular provides deadlines for applications and further information.

10.5 Disability Access and Inclusion Plans - workshops and resources

To assist councils with developing their Disability Access and Inclusion Plans (DAIPs), the LGA will be holding a series of workshops across the state in collaboration with member councils and the Department of Human Services. Resources are available on the LGA Members website for councils to use as part of the creation of a community of practice for disability inclusion in local government.

11.1 Emergency Management Training - Register now for incident management

The LGA's Emergency Management Development Program is conducting Incident Management Training activities in March for interested council staff.

11.2 Circular - LGFSG Lessons Management - Feedback sought

The LGFSG lessons management process post the recent events is underway and all LG staff are invited to provide feedback.

19 MEMBER'S BOOKSHELF

- SA Health South Australian Health and Wellbeing Strategy 2020 - 2025

RECOMMENDATION

That the additions to Members' bookshelf be noted.

20 CORRESPONDENCE

20.1 Drilling in the Great Australian Bight

Correspondence has been received from the Senator of the Australian Greens, Sarah Hanson-Young, regarding drilling in the Great Australian Bight (**Attachment 1**).

20.2 Nominations to the Power Line Environment Committee

Correspondence has been received from the Director Policy of the Local Government Association of South Australia, Lea Bacon, regarding the nominations to the Power Line Environment Committee (**Attachment 2**).

20.3 City of Norwood, Payneham and St Peters Planning and Design Code submission

Correspondence has been received from the Senior Urban Planner of the City of Norwood, Payneham and St Peters, Emily Crook, regarding the City of Norwood, Payneham and St Peters Planning and Design Code submission (**Attachment 3**).

20.4 Fast tracking land transport infrastructure projects on local roads

Correspondence has been received from the Deputy Prime Minister, the Hon Michael McCormack MP, seeking assistance in fast tracking land transport infrastructure projects on local roads (**Attachment 4**).

RECOMMENDATION

That the correspondence be received.

Attachments

20.1 Drilling in the Great Australian Bight

20.2 Nominations to the Power Line Environment Committee

20.3 City of Norwood, Payneham and St Peters Planning and Design Code submission

20.4 Fast tracking land transport infrastructure projects on local roads



SENATOR SARAH HANSON-YOUNG
Australian Greens' Senator for South Australia

Level 7, 147 Pirie St Adelaide SA 5000 | Parliament House, Canberra ACT 2600
Ph: +61 8 8227 0425 Fax: +61 8 8227 0426 | Ph: +61 2 6277 3430 Fax: +61 2 6277 5819

Friday 6th March 2020

Dear Mayor Coxon,

Last week Oil Giant, Equinor, announced they would abandon their plans to drill in the Great Australian Bight. This is a huge win for the community and our environment, and I want to thank you and the City of West Torrens for your contribution to this important fight.

I'm writing today in thanks and to express my excitement to work together for the betterment of South Australia. As well as holding the Greens portfolio for Environment, I have recently received the Tourism portfolio. I'm thrilled to have the Tourism portfolio and show the world, and the rest of Australia, how great our state is.

The Bight deserves and needs World Heritage Protection. I will be continuing the Bight campaign and advocating for World Heritage listing to ensure our coastline, marine life and local industries are not put at risk again.

Equinor's decision to desert their plans to drill in Bight is a win for thousands of Australians and South Australia's fishing and tourism industries. The environment and tourism go hand in hand. I want to ensure the longevity of our tourism industry by protecting and preserving our precious environment. Investment in our environment is an investment in tourism.

Last week has shown the expansion of the fossil fuel industry, knowing what we know about climate change, just isn't viable anymore. We need investment in renewable energy and industry if we are to protect our local work force and preserve the environment.

I'm proud to be representing South Australia and fighting for the future of our state.

Please reach out to my office any time via email at senator.hanson-young@aph.gov.au or call (08) 8227 0425.

Again, thank you for helping protect the Great Australian Bight.

Kind regards,



Senator Sarah Hanson-Young

sarahhansonyoung.com | senator.hanson-young@aph.gov.au



The voice of local government.

In reply please quote our reference: ECM 699934 KR / AC

6 March 2020

Mr Terry Buss PSM
Chief Executive Officer
City of West Torrens
165 Sir Donald Bradman Drive
Hilton SA 5033
Emailed: csu@wtcc.sa.gov.au

Dear Mr Buss

Power Line Environment Committee

Thank you for the nomination from the City of West Torrens of Cr John Woodward to the Power Line Environment Committee. The LGA Board of Directors considered the nominations at its meeting on 5 February 2020 and the City of West Torrens nomination was unsuccessful on this occasion.

Can you please inform Cr Woodward of the Board's decision?

Please do not hesitate to contact me if you have any questions.

Yours sincerely

A handwritten signature in black ink that reads 'L. Bacon'.

Lea Bacon

Director Policy

Telephone: (08) 8224 2025

Email: lea.bacon@lga.sa.gov.au

Copy: Ms Jordan Dodd, j.dodd@wtcc.sa.gov.au

From: [Emily Crook](#)
To: [Council Enquiries](#)
Subject: City of NPSP Planning & Design Code Submission
Date: Friday, 6 March 2020 4:50:58 PM

Dear Mayor Coxon

As you would be aware, consultation on Phase 3 of the State Planning Commission's draft *Planning & Design Code* has recently closed.

The City of Norwood Payneham & St Peters provided a comprehensive submission to the Commission, outlining various concerns with the draft Code including:

- the loss of important local planning policy which guides the detailed assessment of planning applications in the City of Norwood Payneham & St Peters;
- weaker heritage and character policies and reduced policy clarity with no identification of Contributory Items;
- changes to maximum building heights in residential and non-residential zones;
- changes to increase the types and sizes of non-residential land uses which are allowed in residential and commercial zones; and
- reduced, missing, or wrong minimum block sizes.

The Council also raised concerns with the extent of public consultation for the Code, particularly as the draft Code and online map contained errors and omissions, and requested a second round of consultation to ensure the community is properly informed and has their say before the Code is implemented.

A copy of the Council's submission on the Planning and Design Code can be viewed here:

<https://www.npsp.sa.gov.au/article/view/1396>

The Minutes from the 19 February 2020 Council Meeting when the submission was endorsed can be viewed here: https://www.npsp.sa.gov.au/about_council/council_and_committees/council_agenda_and_minutes

While the Code will affect councils across South Australia in different ways, the City of Norwood Payneham & St Peters looks forward to working with Local Government colleagues to find solutions to common issues, and work towards a new planning system which provides the best possible outcome for our communities.

Should you have any queries or require any clarification relating to the Council's submission, please feel free to contact me on 8366 4561 or by return email.

Kind regards,

Emily Crook

Senior Urban Planner

City of Norwood Payneham & St Peters

175 The Parade, Norwood SA 5067

Telephone 8366 4561

Facsimile 8332 6338

Email ecrook@npsp.sa.gov.au

Website www.npsp.sa.gov.au

OFFICIAL



The Hon Michael McCormack MP

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

Ref: MS20-000401

Dear Mayors/Councillors

I am writing to seek your assistance in fast-tracking the delivery of land transport infrastructure projects on local roads.

Fast-tracking the delivery of critical road projects across Australia is key to driving jobs, strengthening the economy and getting people home sooner and safer.

Through the Infrastructure Investment Program, the Australian Government assists local governments to upgrade local roads, bridges and intersections. These investments, including through the Roads to Recovery Program, are critical to improving the safety and efficiency of local roads, and contributes to the prosperity and wellbeing of local economies.

I am seeking your assistance in the identification of any Australian Government land transport infrastructure projects for which construction could commence or be brought forward in the next three to six months. This could include new or existing projects with, or that would qualify for, Australian Government contribution. I would appreciate receiving your response in the attached template by 20 March 2020 through my Department at IIP@infrastructure.gov.au. The government will communicate the outcome of the process in due course.

I look forward to continuing to work closely with you to deliver infrastructure needed to ensure the ongoing stable contribution to the Australian economy.

Yours sincerely

A handwritten signature in blue ink that reads 'Michael McCormack'.

Michael McCormack

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

OFFICIAL

21 CONFIDENTIAL

21.1 Weslo Holdings - Update

Reason for Confidentiality

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

- (b)(i) information the disclosure of which - could reasonably be expected to confer a commercial advantage on a person with whom the council is conducting, or proposing to conduct, business, or to prejudice the commercial position of the council.
- (b)(ii) information the disclosure of which - would, on balance, be contrary to the public interest.

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 Weslo Holdings - Update, attachments and any associated documentation submitted by the Chief Executive Officer, specifically on the basis of the provisions of Section 90(3)(b)(i) and (b)(ii) because it may prejudice the commercial position of the Council and lead to Council not obtaining or securing the best possible outcome to the lease dispute with Weslo Holdings Pty Ltd. In addition, Council is satisfied that the principle that the meeting be conducted in a place open to the public has been outweighed in the circumstances because the disclosure of Council's commercial position may severely prejudice Council's ability to satisfactorily resolve the lease dispute with Weslo Holdings Pty Ltd and consequently, Council considers the disclosure of this information would, on balance, be contrary to the public interest.
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****Apologies****Committee Members:**

Cr Simon Tsiaparis

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 Finance and Governance Committee held on 18 February 2020 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 FINANCE & GOVERNANCE REPORT

11.1 Creditor Payments

Brief

This report tables a schedule of creditor payments for February 2020.

RECOMMENDATION

The Committee recommends to Council that the schedule of creditor payments for February 2020 be received.

Discussion

A schedule of creditor payments totalling \$4,293,532.24 (\$4,071,334.42 in January 2020) is attached for the information of Elected Members. Notable items include:

- Payments to Solo Resource Recovery totalling \$1,000,998.12 for both waste collection and disposal for December 2019 and January 2020 (refer ref. nos. 426 and 427);
- Payments to Romaldi Constructions Pty Ltd totalling \$742,418.64 for the redevelopment of both Lockleys and Weigall Ovals (refer ref. nos. 399 and 400);
- A payment to Knox Constructions Pty Ltd of \$339,415.01 for road reconstruction works (refer ref. no. 260);
- A payment to Downer EDI Works Pty Ltd of \$208,716.51 for various road treatments (refer ref. no. 167);
- A payment to Camco SA Pty Ltd of \$195,898.16 for Rutland Avenue road upgrade (refer ref. no. 89).

Climate Impact Considerations

(Assessment of likely positive or negative implications of this decision will assist Council and the West Torrens Community to build resilience and adapt to the challenges created by a changing climate.)

The report includes creditor payments on projects and initiatives that aim to mitigate Council's impact on the climate.

Conclusion

A schedule of creditor payments for February 2020 is provided for Elected Members' information and review.

Attachments

- 1. Creditor payments for the month of February 2020**

**ACCOUNTS DUE AND SUBMITTED TO THE FINANCE AND GOVERNANCE STANDING COMMITTEE MEETING
17 MARCH 2020**

Ref No.	Cheque/ EFT No.	Payee	Invoice Description	Payment Total
1	EFT60935	A & Z Plagakis Properties Pty Ltd	Refund Overpaid Rates	2,372.35
2	EFT60605	AAM Pty Ltd	Software Support	15,290.00
3	EFT60809	Access Hardware Pty Ltd	Building Maintenance	242.55
4	EFT60946	Ace Rent a Car	Vehicle Hire	3,300.00
5	EFT60945	Adami's Sand & Metal	Depot Supplies	3,342.31
6	EFT60805	Adbri Masonry Pty Ltd	Pavers	2,908.22
7	EFT60954	Adelaide and Country Tilt Tray Service Pty Ltd	Shipping Containers	440.00
8	EFT60799	Adelaide Baseball Club	Facility Hire Fee	1,500.00
9	EFT60610	Adelaide Fence Hire	Fencing	1,989.60
10	EFT60603	Adelaide Hills Catering	Catering	1,820.00
11	EFT60689	Adelaide Outdoor Cinema	Summer Festival Film Screening	7,366.70
12	EFT60951	Adelaide Pest Control	Pest Control	586.33
13	EFT60952	Adelaide Safety Supplies Pty Ltd	First Aid Supplies	6.22
14	EFT60608	Adelaide Waste & Recycling Centre	Rubbish Disposal	585.20
15	EFT60949	Adelaide Waste & Recycling Centre	Rubbish Disposal	8,918.64
16	EFT60953	AdMerch	Depot Supplies	1,392.12
17	EFT60679	Advam Pty Ltd	Transaction Fees	132.75
18	EFT60607	Advanced Plastic Recycling	Depot Supplies	4,615.60
19	EFT60808	ADX Depot Pty Ltd	Building Maintenance	274.27
20	EFT60685	African Soul	Summer Festival Performance	250.00
21	061399	AGL South Australia Pty Ltd	Power	1,567.49
22	EFT60950	Airquip and Pipetool Pty Ltd	Depot Supplies	276.63
23	EFT60647	AJ & CA Mackintosh	Weed Spraying	4,684.35
24	EFT60743	AJ & CA Mackintosh	Weed Spraying	3,504.60
25	EFT61025	AJ & CA Mackintosh	Weed Spraying	9,512.80
26	EFT60866	Alana Jagt Music	Summer Festival Performance	800.00
27	EFT60686	Align Advisors	Professional Fees	3,355.00
28	EFT60942	Allen Press Pty Ltd	Business Cards	302.50
29	EFT60800	Alsco Pty Ltd	Dry Cleaning	27.41
30	EFT60604	Amalgamated Movies	Summer Festival Movie Screening	592.90
31	EFT60688	AMC Commercial Cleaning	Cleaning	1,237.28
32	EFT60612	Amy Bruckman	Reimburse Expenses	150.00
33	061423	Andrew Scott	Rainwater Tank Rebate	400.00
34	EFT60801	Animal Management Services Pty Ltd	Doggy Bags	1,914.00
35	EFT60798	Animal Welfare League SA	Impound Dogs	2,405.00
36	EFT60681	Anstat Pty Ltd	Subscription	474.25
37	EFT60873	Anthony Nicholls	Reimburse Expenses	2,287.75
38	EFT60804	Apple Pty Ltd	Computer Equipment	2,126.30
39	EFT60687	Aquarium Aid	Library Aquarium Maintenance	109.00
40	EFT60606	Arboregreen Landscape Products	Depot Supplies	242.66
41	EFT60941	Artcraft Pty Ltd	Depot Supplies	764.99
42	EFT61094	Arthur Mangos	Rainwater Tank Rebate	50.00
43	061419	Ashdown Ingram Thebarton	Depot Supplies	212.31
44	EFT60680	ATF Services Pty Ltd	Fencing	1,707.75
45	EFT60943	Attorney-General's Department	Expiation Lodgement Fees	1,394.00
46	EFT60944	Auscontact Association	Membership	450.00
47	EFT60810	Aussie Digging	Roadworks	3,074.72
48	EFT60940	Australia Post	Postage	3,546.77
49	EFT60690	Australia Post	Agency Collection Fees	1,120.53
50	EFT60682	Australia Post	Postage	16,649.71
51	EFT60807	Australian Green Clean	Cleaning	5,844.63
52	EFT60948	Australian Green Clean	Cleaning	900.60
53	EFT60683	Australian Green Clean (Events)	Summer Festival Cleaning	5,182.25
54	EFT60802	Australian Motors	Vehicle Maintenance	158.95
55	EFT60793	Ayur Health	Thebarton Community Centre Bond Return	500.00
56	EFT60955	B & H Australia Pty Ltd	Audio Visual Equipment	1,424.50

**ACCOUNTS DUE AND SUBMITTED TO THE FINANCE AND GOVERNANCE STANDING COMMITTEE MEETING
17 MARCH 2020**

Ref No.	Cheque/ EFT No.	Payee	Invoice Description	Payment Total
57	EFT60765	BA & KA Paterson	Building Maintenance	2,528.35
58	EFT60884	BA & KA Paterson	Building Maintenance	2,195.60
59	EFT60961	Bang the Table	Software Licence	34,925.00
60	EFT60958	Baseball SA	Library Holiday Program	1,480.00
61	EFT60817	Battery World Hilton	Batteries	498.00
62	EFT60959	BCE & CJ Electrical	Electrical	5,308.86
63	EFT60813	Beau Pets	Dog Collars	54.08
64	EFT60691	Belair Turf Management Pty Ltd	Depot Supplies	43,905.40
65	EFT60814	Belair Turf Management Pty Ltd	Depot Supplies	1,016.40
66	EFT60611	Best Signs	Signage	88.00
67	EFT60812	Best Signs	Signage	1,364.00
68	EFT60816	Bianco Hiring Service Pty Ltd	Hire Portable Changerooms	2,462.02
69	EFT60694	Binforce	Cleaning	77.00
70	EFT60696	BioBag World Australia Pty Ltd	Bin Liners	8,547.44
71	EFT60785	BJ Thompson	Reimburse Volunteer Expenses	32.64
72	EFT60897	BL Shipway & Co Pty Ltd	Depot Supplies	223.92
73	EFT60616	Bob Jane T Mart - Brooklyn Park	Tyres	13,623.00
74	EFT60960	Bob Jane T Mart - Brooklyn Park	Tyres	2,391.50
75	EFT60811	BOC Limited	Depot Supplies	505.33
76	EFT60818	Body Corporate Physiotherapy Pty Ltd	Professional Fees	1,918.50
77	EFT60615	Brendan Fewster Planning and Development	Professional Fees	3,168.00
78	EFT60820	Brendan Fewster Planning and Development	Professional Fees	3,168.00
79	EFT60635	Brenton Gill	Reimburse Volunteer Expenses	41.48
80	EFT60609	Bruce Amos	Reimburse Volunteer Expenses	47.60
81	EFT60744	Bucher Municipal Pty Ltd	Vehicle Maintenance	265.00
82	EFT61026	Bucher Municipal Pty Ltd	Vehicle Maintenance	1,653.65
83	EFT60613	Bundaleer Apiaries	Wasp Removal	1,260.00
84	EFT60693	Bundaleer Apiaries	Wasp Removal	540.00
85	EFT60815	Bundaleer Apiaries	Wasp Removal	180.00
86	EFT60956	Bundaleer Apiaries	Wasp Removal	1,040.00
87	EFT60822	Cabcharge Australia Pty Ltd	Cab Fares	171.98
88	EFT60970	Calypso Tree Co Pty Ltd	Tree Maintenance	1,721.50
89	EFT60963	Camco SA Pty Ltd	Roadworks	195,898.16
90	EFT60704	Cameron Irrigation Consulting Pty Ltd	Irrigation	5,637.50
91	061401	Cancelled		
92	EFT60730	Cancelled		
93	EFT60828	Canon Australia Pty Ltd	Copier Charges	49.39
94	EFT60699	Cash Security Services Pty Ltd	Banking	605.00
95	EFT60967	Cavill Power Products Pty Ltd	Vehicle Maintenance	192.67
96	EFT60677	Chnar Khoshnaw	Thebarton Community Centre Bond Return	1,000.00
97	EFT60701	Chris Sale Consulting Pty Ltd	Professional Fees	2,750.00
98	EFT60825	Chris Sale Consulting Pty Ltd	Professional Fees	4,345.00
99	EFT60707	Chubb Fire & Security Ltd	Security	1,700.29
100	EFT60827	CircoBats Community Circus	Summer Festival Entertainment	800.00
101	EFT60700	City Circle Newsagents	Library Magazines	105.07
102	EFT60824	City Holden	Vehicle Maintenance	691.04
103	EFT60938	City Mazda	Vehicle Maintenance	553.41
104	061420	City of Charles Sturt	Advertising	418.84
105	061395	City of West Torrens Petty Cash	Petty Cash	2,979.35
106	EFT60618	Civica Pty Ltd	Software	1,454.22
107	EFT60698	Civica Pty Ltd	Software	2,370.50
108	EFT60830	Civil Contractors Federation South Aust Ltd	Staff Training	27.50
109	EFT60832	Civil Train SA	Staff Training	225.00
110	EFT60975	Cleanaway Pty Ltd	Rubbish Disposal	205.15
111	EFT60976	Cleanaway Pty Ltd	Rubbish Disposal	762.30
112	EFT60973	Cleanaway Pty Ltd	Rubbish Disposal	678.89

**ACCOUNTS DUE AND SUBMITTED TO THE FINANCE AND GOVERNANCE STANDING COMMITTEE MEETING
17 MARCH 2020**

Ref No.	Cheque/ EFT No.	Payee	Invoice Description	Payment Total
113	EFT60974	Cleanaway Pty Ltd	Rubbish Disposal	956.25
114	EFT60980	Click Promos	Promotional Products	4,466.00
115	EFT60706	Climbing Tree Design Play Create Pty Ltd	Library Entertainment	2,178.00
116	EFT60823	CMI Hino	Vehicle Maintenance	509.13
117	EFT60972	CMI Toyota	Vehicle Maintenance	527.64
118	EFT60962	Coca-Cola Amatil (SA) Pty Ltd	Refreshments	577.93
119	EFT60826	ColleaguesNagels Pty Ltd	Printing	314.60
120	EFT60617	Combo Industries	Vehicle Maintenance	6,784.50
121	EFT60965	Combo Industries	Vehicle Maintenance	1,650.00
122	EFT60705	Computers Now Pty Ltd	Computer Equipment	4,328.20
123	EFT60710	Conference Logistics	Staff Training	825.00
124	EFT60619	Conquest Solutions Pty Ltd	Software Support	4,953.14
125	EFT60697	Consolidated Bearing Co	Depot Supplies	108.99
126	EFT60977	Continuum Care Australia Pty Ltd	Home Support Services	904.75
127	EFT60708	Corporate Health Group Pty Ltd	Medical	133.50
128	EFT60829	Corporate Health Group Pty Ltd	Medical	363.20
129	EFT60978	Corporate Health Group Pty Ltd	Medical	440.00
130	EFT60621	Corporate Platters	Catering	504.80
131	EFT60831	Corporate Platters	Catering	146.00
132	EFT60979	Corporate Platters	Catering	185.20
133	EFT60968	Cowandilla Primary School	Oval Maintenance Grant	23,421.34
134	EFT60749	Cr Anne McKay	Elected Members Allowance	4,385.00
135	EFT60772	Cr Brandon Reynolds	Elected Members Allowance	5,364.00
136	EFT60755	Cr Cindy O'Rielly	Elected Members Allowance	4,083.00
137	EFT60713	Cr Daniel Huggett	Elected Members Allowance	4,203.00
138	EFT60790	Cr David Wilton	Elected Members Allowance	5,364.00
139	EFT60748	Cr Dominic Mugavin	Elected Members Allowance	5,544.00
140	EFT60761	Cr Elisabeth Papanikolaou	Elected Members Allowance	6,705.00
141	061405	Cr George Vlahos	Elected Members Allowance	6,705.00
142	EFT60752	Cr Graham Nitschke	Elected Members Allowance	5,297.00
143	EFT60789	Cr Jassmine Wood	Elected Members Allowance	7,153.00
144	EFT60788	Cr John Woodward	Elected Members Allowance	6,885.00
145	EFT60739	Cr Kym McKay	Elected Members Allowance	4,597.00
146	EFT60782	Cr S Tsiaparis	Elected Members Allowance	4,538.00
147	EFT60760	Cr Surender Pal	Elected Members Allowance	5,069.50
148	EFT60899	Craig Silcock	Reimburse Expenses	564.75
149	EFT60703	Curler Moe's Popcorn & Fairyfloss	Summer Festival	1,540.00
150	EFT60625	Dallas Equipment	Contractor	2,310.00
151	EFT60836	Dallas Equipment	Contractor	2,519.00
152	EFT60984	Dallas Equipment	Contractor	2,805.00
153	EFT60933	Daniel Waddelow	Reimburse Expenses	677.70
154	EFT60716	Data#3 Limited	Computer Software	3,626.03
155	EFT60981	Database Consultants Australia	Printer	947.00
156	EFT60712	Datacom Systems (AU) Pty Ltd - SA Division	Computer Equipment	36,980.20
157	EFT60834	Department of Human Services	Screening Checks	774.40
158	EFT60784	Department of Planning, Transport and Infrastructure	Street Lighting / Vehicle Searches	18,980.08
159	EFT60983	Dial Before You Dig SA/NT Inc	Monthly Referral Fee	520.40
160	061406	Diamanti Design Development	Refund Development Fees	111.00
161	EFT60624	Direct Comms Pty Limited	TXT2U Messages	306.50
162	EFT60715	Direct Comms Pty Limited	TXT2U Messages	721.52
163	EFT60982	Direct Mix Concrete Sales	Concrete	11,021.00
164	EFT60833	Donna Ferretti & Associates Pty Ltd	Duties of Assessment Manager	1,650.00
165	EFT60622	dormakaba Australia Pty Ltd	Building Maintenance	2,343.00
166	061424	Douglas Gardner Architect	Refund Development Fees	13.75
167	EFT61092	Downer EDI Works Pty Ltd	Roadworks	208,716.51
168	EFT60714	Drakes Supermarket	Active Ageing Program Supplies	404.43

**ACCOUNTS DUE AND SUBMITTED TO THE FINANCE AND GOVERNANCE STANDING COMMITTEE MEETING
17 MARCH 2020**

Ref No.	Cheque/ EFT No.	Payee	Invoice Description	Payment Total
169	EFT60711	Dulux Australia	Paint	176.80
170	EFT60909	DWS Advanced Business Solutions	DBA Support	3,506.25
171	EFT60803	E & S Athanasiadis	Depot Supplies	3,058.13
172	EFT60837	Easy AV	Summer Festival AV Hire	12,545.50
173	EFT60718	Education Technology Specialists	Library Supplies	3,633.61
174	EFT60628	Edward Street Psychology	Professional Fees	178.00
175	EFT60838	Edward Street Psychology	Professional Fees	736.80
176	EFT60865	Elizabeth Moran	Audit Committee Allowance	882.00
177	061396	EnergyAustralia	Gas Supply	145.59
178	061410	EnergyAustralia	Gas Supply	33.22
179	EFT60626	Esar Home Care	Home Support Services	477.18
180	EFT60717	Esar Home Care	Home Support Services	416.01
181	EFT60629	Event Medical Plus	Summer Festival Medical Services	1,309.00
182	EFT60627	Evright.Com Pty Ltd	Awards	435.03
183	EFT60985	Expressions SA Pty Ltd	Newspapers	194.00
184	EFT60719	Face Painters Ink	Summer Festival Face Painting	4,860.00
185	EFT60720	Feriwalla	Library Books	33.00
186	EFT60841	Festival Hire	Summer Festival Pavilion Hire	6,103.00
187	EFT60840	Fine Choice Distribution Pty Ltd	Appliance Repairs	1,574.80
188	EFT60990	First Aid Certification & Training	Staff Training	568.00
189	EFT60633	First Class Building Solutions (SA) Pty Ltd	Building Maintenance	5,470.53
190	EFT60991	First Class Building Solutions (SA) Pty Ltd	Building Maintenance	8,955.40
191	EFT60987	Flightpath Architects Pty Ltd	Heritage Advisory Services	540.38
192	EFT60632	Forestree Australia Pty Ltd	Software	10,780.00
193	EFT60630	Fragglerocc Pty Ltd	Roadworks	3,797.86
194	EFT60721	Fragglerocc Pty Ltd	Roadworks	2,289.67
195	EFT60843	Fragglerocc Pty Ltd	Roadworks	16,933.14
196	EFT60988	Fragglerocc Pty Ltd	Roadworks	9,262.11
197	EFT60839	Frank Siow Management Pty Ltd	Traffic Management Consultants	9,933.00
198	EFT60634	Freshwater Systems Australia Pty Ltd	Water Filters	374.00
199	EFT60660	Fulham Community Centre	Partnership Agreement	14,355.83
200	EFT60993	Galpins	Auditors	11,715.00
201	EFT60964	Gardner Denver Industries Pty Ltd	Plant Maintenance	6,703.33
202	EFT60847	Genpower Australia Pty Ltd	Generator Service	1,829.58
203	EFT60849	Gilbarco Australia Ltd	Plant Maintenance	1,053.10
204	EFT60727	Gleam Team Domestic Services	Home Support Services	176.30
205	EFT60850	Gleam Team Domestic Services	Home Support Services	158.17
206	EFT60723	Global Dance & Stage	Summer Festival Stage Hire	2,695.00
207	EFT60995	Glow Heating Cooling Electrical	Airconditioning	4,361.50
208	EFT60725	Grace Records Management (Aust) Pty Ltd	Records Storage	3,058.58
209	061400	Graham Cadd	Library Performance	500.00
210	EFT60795	Grandmaster Leong's Pty Ltd	Library Performance	600.00
211	EFT60997	Green Options	Oval Maintenance	2,057.00
212	EFT60999	Greenfingers Indoor Plant Hire	Indoor Plant Hire	325.60
213	EFT60844	Greenhill Engineers Pty Ltd	Professional Fees	2,690.33
214	EFT60728	Greening Australia Limited	Landscaping	9,817.50
215	EFT60726	Greenplay Australia Pty Ltd	Grounds Maintenance	4,818.00
216	EFT60998	Greenplay Australia Pty Ltd	Grounds Maintenance	6,154.50
217	EFT60996	GRH Supplies	Depot Supplies	3,080.24
218	EFT60636	GS Civil	Footpath Works	36,413.30
219	EFT60846	GS Civil	Footpath Works	8,395.64
220	EFT60992	GS Civil	Footpath Works	75,108.00
221	EFT61001	Health & Immunisation Management Services	Temp Immunisation Staff	6,027.11
222	EFT61002	Hi-Line Hardware Distributors Pty Ltd	Home Support Services	786.50
223	EFT60729	Hoban Recruitment	Temp Staff	143.35
224	EFT60852	Hoban Recruitment	Temp Staff	143.35

**ACCOUNTS DUE AND SUBMITTED TO THE FINANCE AND GOVERNANCE STANDING COMMITTEE MEETING
17 MARCH 2020**

Ref No.	Cheque/ EFT No.	Payee	Invoice Description	Payment Total
225	EFT61000	Hoban Recruitment	Temp Staff	143.35
226	EFT61095	Independent Fuels Australia Pty Ltd	Fuel	30,052.60
227	EFT60722	Infor Global Solutions (ANZ) Pty Ltd	Professional Fees	4,136.00
228	EFT61006	Inside Edge Sport and Leisure Planning	Professional Fees	3,910.01
229	EFT61005	Inspirations Paints Seaton	Paint	2,388.00
230	EFT61007	Institute of Public Works Engineering Aust Ltd	Publications	198.00
231	EFT60854	Internode Pty Ltd	Internet Connection	734.48
232	EFT61004	iSentia Pty Ltd	Media Monitoring	951.50
233	061409	Islamic Information Centre of SA	Refund Overpayment	320.00
234	EFT60851	James Hay	Reimburse Expenses	60.00
235	EFT61010	Jasol Australia	Cleaning Chemicals	3,065.08
236	EFT60692	Jason Bury	Reimburse Expenses	60.00
237	061415	Jenny Smith	Rainwater Tank Rebate	500.00
238	EFT60733	Jet Couriers (Adelaide) Pty Ltd	Couriers	139.34
239	EFT61011	Jet Couriers (Adelaide) Pty Ltd	Couriers	128.46
240	EFT60638	JF Mobile Catering	Catering	396.00
241	EFT60732	JF Mobile Catering	Catering	616.00
242	EFT61009	JF Mobile Catering	Catering	994.40
243	EFT60640	Jimmybay Music	Summer Festival Performance	450.00
244	EFT61003	Joe Ielasi	Reimburse Expenses	60.00
245	EFT60740	John Kruger	Photography	399.99
246	EFT60857	John Kruger	Photography	1,349.99
247	EFT60731	JPE Design Studio Pty Ltd	Professional Fees	10,395.00
248	EFT61008	JPE Design Studio Pty Ltd	Professional Fees	7,761.60
249	EFT60639	Jump Easy Inflatables Pty Ltd	Summer Festival Inflatables Hire	2,070.00
250	EFT60735	Jump Easy Inflatables Pty Ltd	Summer Festival Inflatables Hire	5,700.00
251	EFT61016	Kanopy	Library Services	226.00
252	EFT60644	Kathryn Low	Reimburse Volunteer Expenses	13.60
253	EFT60736	Kelley Jones Lawyers	Legal Fees	561.00
254	EFT60738	Kellogg Brown & Root Pty Ltd	Professional Fees	21,732.70
255	EFT61014	Kellogg Brown & Root Pty Ltd	Professional Fees	21,067.97
256	EFT60676	Kelly Smyth	Refund Overpaid Rates	1,922.20
257	EFT60737	Kemps Credit Solutions	Debt Collection	7,461.25
258	EFT61015	Kennards Hire Hendon	Plant Hire	2,250.00
259	EFT60939	Kerry Taylor	Reimburse Volunteer Expenses	106.08
260	EFT61013	Knox Constructions Pty Ltd	Roadworks	339,415.01
261	EFT60856	Koan Solutions Pty Ltd	Vehicle Maintenance	1,441.00
262	EFT61012	Koan Solutions Pty Ltd	Vehicle Maintenance	2,299.00
263	EFT60855	Kubpower Earthmoving & Construction Equipment Co	Depot Supplies	522.32
264	EFT60614	Kym Strelan	Home Advantage Program	1,440.50
265	EFT60695	Kym Strelan	Home Advantage Program	738.00
266	EFT60819	Kym Strelan	Home Advantage Program	852.50
267	EFT60957	Kym Strelan	Home Advantage Program	802.75
268	EFT60860	L&H Lawrence & Hanson	Electrical Supplies	469.87
269	EFT60646	Lakeside Building Solutions	Roadworks	6,206.75
270	EFT60742	Lakeside Building Solutions	Roadworks	15,727.25
271	EFT60862	Lakeside Building Solutions	Roadworks	709.50
272	EFT61024	Land Services Group	Searches	1,175.40
273	EFT61017	Lane Bros Printers Pty Ltd	Printing	6,562.60
274	EFT61018	Lane Print & Post	Printing	4,145.00
275	EFT61019	Laserworks	Depot Supplies	110.00
276	EFT60741	LCS Landscapes	Landscaping	7,611.26
277	EFT61021	LGA Asset Mutual Fund	Insurance Excess	500.00
278	061418	Lily Haines	Junior Development Grant	500.00
279	EFT60859	Lions Club of Richmond	Sale of Christmas Cakes	238.00
280	EFT60642	Lion's Club of West Beach	Clean Butt Out Bins	390.00

**ACCOUNTS DUE AND SUBMITTED TO THE FINANCE AND GOVERNANCE STANDING COMMITTEE MEETING
17 MARCH 2020**

Ref No.	Cheque/ EFT No.	Payee	Invoice Description	Payment Total
281	EFT60645	Living Turf	Depot Supplies	2,293.50
282	EFT60861	Living Turf	Depot Supplies	3,201.00
283	EFT61022	Living Turf	Depot Supplies	1,916.75
284	EFT60641	Local Community Insurance Services	Insurance Premium	371.54
285	EFT60858	Local Government Association of SA	Lighting Dispute Contribution	6,155.60
286	EFT60643	Local Government Professionals SA Inc	Staff Training	721.00
287	EFT61020	Local Government Professionals SA Inc	Staff Training	4,312.00
288	EFT61023	Ludwig Film	Photography	3,300.00
289	061398	Luis Buhagiar	Rainwater Tank Rebate	400.00
290	EFT61032	M & B Civil Engineering Pty Ltd	Roadworks	26,663.02
291	EFT60863	M2 Technology Pty Ltd	Message on Hold	402.60
292	EFT61031	Macspred Pty Ltd	Depot Supplies	716.76
293	EFT61033	Magryn	Professional Fees	1,265.00
294	EFT60936	MannaCorp Developments Pty Ltd	Refund Overpaid Rates	3,350.00
295	EFT60966	Mario Ciardiello	Reimburse Volunteer Expenses	11.56
296	EFT60648	Maxima Group Training	Temp Staff	8,192.58
297	EFT60864	Maxima Group Training	Temp Staff	3,628.87
298	EFT60666	Maxima Tempskill	Temp Staff	24,656.00
299	EFT60918	Maxima Tempskill	Temp Staff	25,816.33
300	EFT60709	Mayor Michael Coxon	Mayoral Allowance	7,434.30
301	EFT60937	McKay Business Services Trust Account	Refund Overpaid Rates	490.00
302	EFT60870	McLaren Vale Natives	Plants	250.00
303	EFT60649	McMahon Services Aust Pty Ltd	Asbestos Disposal	825.00
304	EFT60869	MDM Entertainment	Library Supplies	113.48
305	EFT60792	Mel Cottel & Michael Clayton	Heritage Grant	1,905.00
306	EFT61034	Meshed Pty Ltd	Publications	435.60
307	EFT60746	Message4U Pty Ltd	Software	1,290.41
308	EFT61029	Metropolitan Machinery Pty Ltd	Vehicle Maintenance	26.40
309	EFT60871	MH Motor Trimmers	Vehicle Maintenance	190.00
310	EFT60907	Miles Sly	Summer Festival Performance	800.00
311	EFT60758	MLEI Consulting Engineers	Professional Fees	528.00
312	EFT60750	Modern Party	Summer Festival Umbrella Hire	758.20
313	EFT60868	Modern Party	Summer Festival Umbrella Hire	661.00
314	EFT60745	Modern Teaching Aids Pty Ltd	Library Supplies	175.90
315	EFT61027	Modern Teaching Aids Pty Ltd	Library Supplies	1,679.30
316	EFT61030	Momar Australia Pty Ltd	Depot Supplies	962.50
317	EFT61028	Morestel Powder Coaters	Depot Supplies	99.00
318	061408	Mr H Holds	Refund Development Fees	301.00
319	061407	Mr Michael White	Heritage Grant	1,016.00
320	EFT60747	Murray Street Metro Pty Ltd	Street Sweeping Dumping	2,079.36
321	EFT60867	Murray Street Metro Pty Ltd	Street Sweeping Dumping	6,255.48
322	EFT61042	National 1 Plumbing & Maintenance Services Pty Ltd	Plumbing	112.00
323	EFT60751	National Library of Australia	Library Books	16.50
324	061421	National Tax & Accountant's Assoc Ltd	Staff Training	669.00
325	EFT61043	Nature Play SA	Library Program	440.00
326	EFT60753	nbn co Limited	Lockleys Oval Redevelopment	400.00
327	EFT61036	Nelson Locksmiths Pty Ltd	Locks	2,411.40
328	EFT60620	Nemelita I Christensen	Reimburse Volunteer Expenses	80.92
329	EFT60702	Nemelita I Christensen	Reimburse Volunteer Expenses	108.80
330	EFT60971	Nemelita I Christensen	Reimburse Volunteer Expenses	46.24
331	EFT60994	Neopost Australia Pty Ltd	Service Equipment	2,090.00
332	EFT61038	Neverfail Springwater Ltd	Spring Water	43.75
333	EFT61039	News Limited	Advertising	3,749.14
334	EFT61040	Noble Business Systems Consulting	Professional Fees	1,540.00
335	EFT61041	Norman Waterhouse Lawyers	Legal Fees	10,323.50
336	EFT60872	North East Isuzu	Vehicle Maintenance	1,787.03

**ACCOUNTS DUE AND SUBMITTED TO THE FINANCE AND GOVERNANCE STANDING COMMITTEE MEETING
17 MARCH 2020**

Ref No.	Cheque/ EFT No.	Payee	Invoice Description	Payment Total
337	EFT61037	Nova Group Services Pty Ltd	Footpath Works	64,307.08
338	EFT60653	Oaklands Mower Centre	Mower Repairs / Purchases	1,977.00
339	EFT60879	Oaklands Mower Centre	Mower Repairs / Purchases	1,360.80
340	EFT60794	Oars Community Transitions	Thebarton Community Centre Bond Return	105.00
341	EFT60874	Officeworks Superstores Pty Ltd	Stationery	1,607.13
342	EFT60877	On Architecture	Professional Fees	3,234.00
343	EFT60757	OneMusic Australia	Licence Renewal	1,277.17
344	EFT61048	oOh!media Street Furniture Pty Ltd	Bus Shelter Maintenance	9,405.00
345	EFT60878	Openbook Howden Print and Design	Printing	409.20
346	EFT60650	Orana Australia Ltd	Home Advantage Program	1,587.25
347	EFT60754	Orana Australia Ltd	Home Advantage Program	726.50
348	EFT61044	Orana Australia Ltd	Home Advantage Program	1,566.30
349	EFT60652	Order-In Pty Ltd	Milk	47.64
350	EFT60756	Order-In Pty Ltd	Milk	47.64
351	EFT60876	Order-In Pty Ltd	Milk	47.64
352	EFT61047	Order-In Pty Ltd	Milk	47.64
353	EFT60651	Origin Energy Electricity Limited	Power	62,929.20
354	EFT60875	Origin Energy Electricity Limited	Power	6,737.51
355	EFT61046	Origin Energy Electricity Limited	Power	3,040.42
356	061397	Origin Energy Services Ltd	Gas Supply	1,686.17
357	061402	Origin Energy Services Ltd	Gas Supply	231.02
358	EFT61045	Our Earth Pest Control	Pest Control	968.00
359	EFT60659	P & J Sons Building Maintenance	Home Support Services	1,662.42
360	EFT60764	P & J Sons Building Maintenance	Home Support Services	1,248.52
361	EFT60883	P & J Sons Building Maintenance	Home Support Services	1,187.99
362	EFT60881	Parks & Leisure Australia	Staff Training	165.00
363	EFT61035	PayTec Technology That Counts	Support	269.50
364	EFT60766	Permanent Pothole Solutions	Depot Supplies	2,145.00
365	EFT60886	Pest Aid	Bee Removal	245.00
366	EFT60969	Peter Catford	Reimburse Volunteer Expenses	28.22
367	EFT60762	Planning Institute of Australia	Staff Training	315.00
368	EFT61052	Platters Plus Catering Pty Ltd	Catering	862.90
369	EFT60655	Plumbing & Pipeline Solutions SA Pty Ltd	Plumbing	2,480.50
370	061403	Powerdirect Pty Ltd	Power	207.10
371	EFT60658	Presidian Legal Publications	Publications	1,379.40
372	EFT60763	Pridal Services Pty Ltd	Painting	5,442.68
373	EFT60882	Priority Management Australia	Staff Training	819.50
374	EFT60654	Professional Linemarking Pty Ltd	Linemarking	5,613.30
375	EFT60880	Professional Linemarking Pty Ltd	Linemarking	818.40
376	EFT60885	Programmed Property Services Pty Ltd	Verge Mowing	14,084.31
377	EFT60759	Property & Advisory Pty Ltd	Professional Fees	1,782.00
378	EFT60797	Property Asset Property Management	Refund Overpaid Rates	667.10
379	EFT61050	Pump Technology Services (SA) Pty Ltd	Pump Maintenance	1,688.50
380	EFT60767	Quin Sports & Nets	Net Repairs	506.00
381	EFT60887	Quins Marine Pty Ltd	Net Repairs	407.00
382	EFT60821	Raoul Brideoake	Reimburse Expenses	2,033.10
383	EFT60895	Rawlinsons Publishing	Publications	760.00
384	EFT61059	RDO Equipment Pty Ltd	Plant Maintenance	2,864.74
385	EFT60889	Redman Solutions Pty Ltd	Software Licence	3,207.60
386	EFT61053	Reece Pty Ltd	Irrigation	2,338.34
387	EFT60661	Rent A Fence Pty Ltd	Summer Festival Fence Hire	401.50
388	EFT60890	Rent A Fence Pty Ltd	Summer Festival Fence Hire	1,806.75
389	EFT61058	Rentokil Tropical Plants	Indoor Plant Hire	92.52
390	EFT61057	Rentokil Tropical Plants	Indoor Plant Hire	227.70
391	EFT61054	Resource Furniture	Office Furniture	2,398.88
392	EFT60893	Richmond Towing Services	Vehicle Tow	264.00

**ACCOUNTS DUE AND SUBMITTED TO THE FINANCE AND GOVERNANCE STANDING COMMITTEE MEETING
17 MARCH 2020**

Ref No.	Cheque/ EFT No.	Payee	Invoice Description	Payment Total
393	EFT60891	Ricoh Australia Ltd	Copy Charges	2,839.38
394	EFT60768	Rider Levett Bucknall SA Pty Ltd	Professional Fees	3,575.00
395	EFT60894	Roadshow Films Pty Ltd	Library Film Showing	220.00
396	EFT61055	Roadside Services & Solution	Depot Supplies	1,836.56
397	EFT60932	Robert M Wallace	Summer Festival Performance	990.00
398	EFT60657	Robert Price	Reimburse Volunteer Expenses	81.60
399	EFT60771	Romaldi Constructions Pty Ltd	Weigall Oval Redevelopment	415,460.76
400	EFT60892	Romaldi Constructions Pty Ltd	Lockleys Oval Redevelopment	326,957.88
401	EFT60769	Roofsafe Industrial Safety	Building Maintenance	2,019.19
402	EFT60888	Royal Wolf Trading Australia Pty Ltd	Hire Storage Containers	612.61
403	EFT60770	Rundle Mall Plaza Newsagency	Library Magazines	491.36
404	EFT61056	Rundle Mall Plaza Newsagency	Library Magazines	332.05
405	EFT60906	SA Global Australia Pty Ltd	Standards	148.89
406	EFT60664	SA Irrigation & Landscaping Pty Ltd	Landscaping	2,728.00
407	EFT60903	SA Irrigation & Landscaping Pty Ltd	Landscaping	2,076.67
408	EFT61062	SA Lift & Loaders Pty Ltd	Plant Purchase	5,021.48
409	EFT61065	SA Power Networks	Street Lighting	33,255.15
410	EFT60908	SA Window Cleaning Pty Ltd	Window Cleaning	643.50
411	EFT60898	Sabre Security Services	Security System	4,104.65
412	EFT60835	Sam Dumbrell	Reimburse Expenses	1,101.35
413	061413	Sam Mehr	Compost Bin Rebate	50.00
414	061414	Sam Mehr	Rainwater Tank Rebate	400.00
415	EFT60667	Samia Tawadros	Reimburse Volunteer Expenses	65.28
416	EFT60674	Samir Wasif	Reimburse Volunteer Expenses	130.56
417	EFT60930	Samir Wasif	Reimburse Volunteer Expenses	130.56
418	EFT61063	Sassafras Agencies Pty Ltd	Depot Supplies	263.56
419	EFT60910	Schneider Electric Buildings	Building Maintenance	391.60
420	EFT61072	Seek Limited	Advertising	313.50
421	EFT60776	ShadowDraw	Subscription	2,750.00
422	EFT60780	Shred-X Pty Ltd	Paper Recycling	108.15
423	EFT60853	Simon Harper	Reimburse Expenses	310.10
424	EFT60901	Sine Group Pty Ltd	Computer Equipment	778.80
425	EFT60773	Solo Resource Recovery	Rubbish Removal	363.22
426	EFT60775	Solo Resource Recovery	Garbage Collection & Waste Disposal	461,199.26
427	EFT61061	Solo Resource Recovery	Garbage Collection & Waste Disposal	539,798.86
428	EFT60777	Southern Cross Protection	Patrol Service	8,228.69
429	EFT61064	Southern Timber & Building Supply Pty Ltd	Depot Supplies	1,725.56
430	EFT60663	Splashdown	Summer Festival Toilet Hire	863.50
431	EFT60902	Splashdown	Summer Festival Toilet Hire	5,687.00
432	EFT60774	St John Ambulance Australia SA Inc	First Aid Training	990.00
433	EFT60896	St John Ambulance Australia SA Inc	First Aid Training	536.25
434	EFT60637	Steffen Helgerod	Reimburse Expenses	120.00
435	061425	Steve Drogemuller	Rainwater Tank Rebate	300.00
436	061416	Stevens Partners Conveyancers	Refund Overpaid Rates	293.55
437	EFT60778	Streamline Plumbing SA Pty Ltd	Plumbing	1,018.33
438	EFT61069	Streamline Plumbing SA Pty Ltd	Plumbing	7,636.23
439	EFT60905	Stumpy Stumps	Grind Stumps	500.00
440	EFT61071	Stumpy Stumps	Grind Stumps	650.00
441	EFT61067	Suburban Transport Services	Taxi Fares	162.02
442	EFT60900	SUEZ Recycling & Recovery Pty Ltd	Rubbish Removal	11.01
443	EFT60779	Supawash Mile End	Linen	147.40
444	EFT60904	Supawash Mile End	Linen	138.05
445	EFT61070	Supawash Mile End	Linen	130.35
446	EFT61068	Super Sealing	Crack Sealing	11,000.00
447	EFT60842	Susan Ainslee Frazer	Reimburse Volunteer Expenses	65.28
448	EFT60796	Suzanne Matthew	Library Workshop	120.00

**ACCOUNTS DUE AND SUBMITTED TO THE FINANCE AND GOVERNANCE STANDING COMMITTEE MEETING
17 MARCH 2020**

Ref No.	Cheque/ EFT No.	Payee	Invoice Description	Payment Total
449	EFT60662	Sync Cabling Solutions Pty Ltd	Lighting	4,697.00
450	EFT61066	Sync Cabling Solutions Pty Ltd	Lighting	39,451.50
451	EFT60668	Technology One Ltd	Software	33,405.41
452	EFT60920	Technology One Ltd	Software	2,156.00
453	EFT61076	Telelink Business Systems Pty Ltd	Communications	153.93
454	061404	Telstra	Telephone	4,767.71
455	061411	Telstra	Telephone	9,149.21
456	061422	Telstra	Telephone	1,752.19
457	EFT60919	Textile Warrior	Library Workshop	710.00
458	EFT60947	The Adelaide Review	Advertising	2,640.00
459	EFT60806	The Adelaide Tree Surgery	Tree Maintenance	10,153.00
460	EFT60623	The Department for Correctional Services	Litter Collection	1,122.00
461	EFT60986	The Ergo Centre	Furniture	939.00
462	EFT60631	The Fruit Box Group Pty Ltd	Milk	168.10
463	EFT60989	The Fruit Box Group Pty Ltd	Milk	417.80
464	EFT60724	The Good Guys	Urn	99.95
465	EFT61051	The Paper Bahn	Stationery	5,349.31
466	EFT61049	The Personnel Risk Management Group	Security Checks	145.20
467	EFT60684	The University of Adelaide (PCE)	Staff Training	610.00
468	EFT61080	Think Human Pty Ltd	Professional Fees	2,557.50
469	EFT61081	This is Creative	Staff Training	480.00
470	EFT60915	Thom Lion	Summer Festival Performance	1,200.00
471	EFT60783	Thomson Geer	Legal Fees	660.00
472	EFT60911	TNPK Staff Pty Ltd	Temp Compliance Staff	4,727.80
473	EFT60912	Tom's Car Wash	Vehicle Maintenance	1,445.40
474	EFT60781	Tonkin Consulting	Professional Fees	297.00
475	EFT61074	Tonkin Consulting	Professional Fees	4,565.00
476	EFT61077	Torrens Safety	Depot Supplies	22,883.36
477	EFT61073	Total Construction Surveys Pty Ltd	Surveys	7,502.00
478	EFT60913	Total Tools Thebarton	Depot Supplies	1,714.10
479	EFT61075	Total Tools Thebarton	Depot Supplies	984.05
480	EFT60845	Totally Workwear Richmond	Clothing	2,532.64
481	EFT61079	TPG Telecom	Internet Connection	2,035.00
482	EFT60734	Tracey Beaumont	Catering	850.50
483	EFT60917	Tradies Workwear	Safety Clothing	687.98
484	EFT61078	Tradies Workwear	Safety Clothing	390.55
485	EFT60916	Tree Care Machinery	Depot Supplies	91.85
486	EFT60914	Triple Cherry Coffee	Coffee Supplies	350.00
487	EFT60665	Truck & Car Brake Service	Vehicle Maintenance	2,925.50
488	061412	United Fasteners SA Pty Ltd	Depot Supplies	354.46
489	EFT60669	Uniting Care Wesley Bowden Inc	Library Program	748.00
490	EFT60921	UrbanVirons Group Pty Ltd	Tree Maintenance	1,436.88
491	EFT60922	Utintja Consulting	Audit Committee Allowance	970.20
492	EFT60924	Valspar Paint (Australia) Pty Ltd	Paint	155.84
493	EFT61083	Valspar Paint (Australia) Pty Ltd	Paint	82.35
494	EFT60786	Valvoline (Australia) Pty Ltd	Depot Supplies	176.00
495	EFT60848	Vanessa Green	Reimburse Expenses	200.00
496	EFT60923	Veolia Environmental Services	Rubbish Removal	1,420.32
497	EFT60670	Veri Fire	Fire Safety	617.10
498	EFT61082	Veri Fire	Fire Safety	940.50
499	EFT61060	VicRoads	Vehicle Searches	213.40
500	EFT60678	Victorline Paye	Thebarton Community Centre Bond Return	1,000.00
501	EFT61084	VIP Lawn Mowing Services	Block Slashing	3,900.00
502	EFT61091	Wallbridge Gilbert Aztec	Professional Fees	1,045.00
503	EFT60791	WC Convenience Management Pty Ltd	Cleaning	2,162.99
504	EFT61089	Weathersafe Shades Pty Ltd	Shade Structure	16,090.80

**ACCOUNTS DUE AND SUBMITTED TO THE FINANCE AND GOVERNANCE STANDING COMMITTEE MEETING
17 MARCH 2020**

Ref No.	Cheque/ EFT No.	Payee	Invoice Description	Payment Total
505	EFT61087	Web Safety Pty Ltd	Clothing	2,192.56
506	EFT60929	Well Done International	After Hours Contact Centre	1,228.81
507	061417	Weslo Holdings Pty Ltd	Refund Development Fees	114.00
508	EFT60671	Weslo Staff Pty Ltd	Summer Festival Security Guard	649.00
509	EFT60787	Weslo Staff Pty Ltd	Summer Festival Security Guard	2,812.15
510	EFT60926	Weslo Staff Pty Ltd	Summer Festival Security Guard	1,782.11
511	EFT61090	West Beach Surf Club Inc	Library Program	620.00
512	EFT60673	West Torrens Concert Band	Partnership Agreement	6,000.00
513	EFT60925	Western Youth Centre	Partnership Agreement	43,065.00
514	EFT61088	Westside Services (SA) Pty Ltd	Airconditioner Maintenance	4,958.25
515	EFT60928	Winc Australia Pty Limited	Stationery	1,053.98
516	EFT61085	Worcomp Pty Ltd	Recruitment	389.40
517	EFT60675	Workzone Traffic Control Pty Ltd	Traffic Control	4,148.11
518	EFT61093	Workzone Traffic Control Pty Ltd	Traffic Control	2,376.00
519	EFT60931	World Music SA	Summer Festival Performance	1,200.00
520	EFT60672	Worlds Best Specialised Cleaning	Graffiti Removal	5,566.00
521	EFT60927	Worm Affair	Worm Farms	265.81
522	EFT61086	Wurth Australia	Depot Supplies	499.66
523	EFT60934	Yellow Blue Bus Music	Summer Festival Performance	800.00
524	EFT60656	Zagarine Paxinos	Reimburse Volunteer Expenses	38.08
				<u>\$ 4,293,532.24</u>

11.2 Council Budget Report - EIGHT Months to 29 February 2020

Brief

This report provides information to Council on budget results for the eight months ended 29 February 2020.

RECOMMENDATION

The Committee recommends to Council that the report be received.

Introduction

The report provides year to date (YTD) budget results for February 2020.

Discussion

Budget variances are summarised in the financial report which is included as **Attachment 1**, with key variances explained below in terms of:

- Operational Income
- Operational Expenditure
- Capital Expenditure
- Capital Income
- Capital Works Expenditure

Operational Income

Key variances include:

- Statutory charges are below budget YTD by \$79,675, largely due to the timing of parking income (\$37,233) and Development Act fee payments (\$57,637).
- User charges are above budget by \$101,032, mostly because of the timing of leased property income payments associated with the Thebarton Community Centre and the new depot.
- Grant income is below budget YTD by \$249,886, most of which is due to the timing of road grant payments (\$308,708 unfavourable) and CHSP grants (\$39,358 favourable).

The end of year (EOY) forecast for operational income is expected to remain unchanged to the current budget.

Operational Expenditure

Key variances include:

- Staff and related costs are \$104,248 below budget YTD for vacancy and timing reasons.
- Buildings, furniture, plant and equipment expenditure is below YTD budget by \$57,883, largely due to the timing of computer related expenditure (\$46,799).
- General expenses are below YTD budgets by \$485,873, largely due to the timing of expenditure associated with professional fees (\$615,560), advertising, promotion, publication and stationery (\$92,067) and sundry items (\$54,990). These are offset by favourable timing variances for library related expenditure (\$94,975) and general insurance premium payments (\$169,549). A summary of variances for selected key general expenses is attached.

- Bank and finance charges are \$122,277 under budget mostly due to the timing of loan repayments.
- Council related expenditure is \$136,094 below budget YTD, for timing reasons associated with grant funding (\$79,275 favourable), and levies (\$65,542 favourable). These variances are largely expected to rectify in the near future as payment aligns with budget.
- Contract and material expenditure is \$575,841 below budget, largely for timing reasons associated with depot and property maintenance programs (\$404,858), waste management (\$100,818) and Community Development programs (\$70,165).
- Occupancy and property costs are \$224,110 above budget YTD, largely for timing reasons associated with the water rates (\$293,682 unfavourable), AAL rental costs (\$36,136 unfavourable), and cleaning (\$83,276 favourable).

The EOY forecast for operational expenditure is expected to remain unchanged to the current budget.

Capital Expenditure

Key variances include:

- Motor vehicle expenditure is \$23,318 above budget YTD, largely for timing reasons.
- Computer expenditure is \$38,739 below budget for timing reasons.
- Other plant and equipment expenditure is below YTD budget by \$233,886, mostly for timing reasons. This will largely self-adjust in the near future as budgets align with payments, given significant commitments have already been made.
- Land and building costs are \$1,112,720 below budget YTD, largely due to spending associated with community facility developments, but commitments have been made to absorb this variance.

The EOY forecast for capital expenditure is expected to remain unchanged to the current budget.

Capital Income

Key variances include:

- Capital income is \$2,273,315 under budget due to income not yet received associated with community capital projects.

The EOY forecast for capital income is expected to remain unchanged to the current budget.

Capital Works Expenditure

Expenditure on capital works YTD is \$7,056,986.

A capital works expenditure summary for YTD February 2020 is attached with appropriate comments provided on the status of individual budget lines. 46.6 per cent of the capital works budget has been spent or committed by way of purchase orders as at 29 February 2020.

It is estimated that 100 per cent of the forecast budget of \$26,390,023 is required to complete the program of works and that 87 per cent will be completed by 30 June 2020.

The EOY forecast for capital works expenditure is expected to remain unchanged from the current budget.

Climate Impact Considerations

(Assessment of likely positive or negative implications of this decision will assist Council and the West Torrens Community to build resilience and adapt to the challenges created by a changing climate.)

There is no direct climate impact in relation to this report.

Conclusion

Information is provided in this report on budget results for the eight months ended 29 February 2020.

Attachments

1. **February Budget v's Actual**
2. **Capital Works - Budget vs Actual**
3. **General Expenses**

<p align="center">City of West Torrens Finance Budget Report for the 8 Months Ended 29 February 2020 Operational Income and Expenditure (\$'000's)</p>							
Adopted Budget Original	Adopted Budget Revised	Income & Expenditure	YTD Budgets	YTD Actuals	YTD Variance	YTD Variance %	Budget Remaining
		Income					
60,208	60,191	Rates	59,832	59,829	(3)	(0%)	362
2,449	2,317	Statutory Charges	1,607	1,527	(80)	(5%)	790
1,736	1,751	User Charges	1,169	1,270	101	9%	483
3,449	2,704	Grants & Subsidies	2,007	1,757	(250)	(12%)	947
850	1,177	Reimbursements & Other Income	968	985	18	2%	192
68,692	68,142	Total Income	65,583	65,368	(214)	(0%)	2,774
		Expenditure					
24,407	24,345	Staff & Related Costs	15,156	15,051	104	1%	9,294
5,500	5,547	Buildings, Furniture, Plant & Equipment	3,880	3,822	58	1%	1,725
8,392	8,392	Community Asset Costs	5,595	5,595	0	0%	2,797
4,960	5,305	General Expenses	3,538	3,052	486	14%	2,252
667	660	Bank & Finance Charges	352	230	122	35%	430
3,871	4,016	Council Related Expenditure	2,495	2,359	136	5%	1,657
9,957	10,010	Contract & Material Expenditure	6,165	5,589	576	9%	4,422
2,601	2,632	Occupancy & Property Costs	1,586	1,810	(224)	(14%)	821
(177)	(177)	Expenditure Recovered	(118)	(102)	(16)	13%	(75)
60,178	60,729	Total Expenditure	38,648	37,405	1,243	3%	23,325
8,514	7,413	Operating Surplus/Deficit	26,935	27,963			

<p align="center">City of West Torrens Finance Budget Report for the 8 Months Ended 29 February 2020 Capital Income and Expenditure (\$'000's)</p>									
Adopted Budget Original	Adopted Budget Revised	Capital Expenditure and Sales	YTD Budgets	YTD Actuals	YTD Variance	YTD Variance %	Budget Remaining		
156	201	Motor Vehicles	145	168	(23)	(16%)	33		
300	327	Computer Equipment	320	281	39	12%	46		
1,078	1,459	Other Plant & Equipment	890	656	234	26%	803		
4,980	13,182	Land & Buildings	10,753	9,640	1,113	10%	3,542		
0	1	Library Resources	0	0	0	0%	1		
6,514	15,170	Total Expenditure	12,107	10,746	1,362	11%	4,424		
Adopted Budget Original	Adopted Budget Revised	Capital Income	YTD Budgets	YTD Actuals	YTD Variance	YTD Variance %	Budget Remaining		
0	3,330	Grants & Subsidies - Capital Income	3,330	1,057	2,273	68%	2,273		
0	3,330	Total Income	3,330	1,057	2,273	68%	2,273		
Adopted Budget Original	Adopted Budget Revised	Capital Works Expenditure	YTD Budgets	YTD Actuals	YTD Variance	YTD Variance %	Budget Remaining		
4,121	6,062	Environment Program	4,041	1,154	2,887	71%	4,908		
1,570	4,661	Recreation Program	3,107	1,250	1,858	60%	3,411		
12,736	15,667	Transport Program	10,445	4,653	5,791	55%	11,014		
18,427	26,390	Total Expenditure	17,592	7,057	10,536	60%	19,333		

**CITY OF WEST TORRENS
BUDGET 2019/20 - AS AT 29 February 2020
CAPITAL WORKS EXPENDITURE**

ADOPTED BUDGET ORIGINAL	ADOPTED BUDGET REVISED	FUNCTION	YTD ACTUALS	COMMITTED OR CONTRACTED	ACTUALS AND COMMITTED	% SPENT OR COMMITTED	FORECAST EXPENDITURE TO COMPLETE	EOY FORECAST PERCENTAGE COMPLETE	COMMENT / EXPLANATION
ENVIRONMENT PROGRAM									
<i>Stormwater & Drainage</i>									
350,000	556,527	Minor Drainage Upgrades and Replacement Work	350,640	27,809	378,449	68.0%	556,527	100%	Minor Works Upgrade / Program Upgrade - continuing/program commitment. For 2019 / 2020.
0	56,704	BHKC- Down stream South Rd and Gray St Bend	29,645	0	29,645	52.3%	56,704	100%	Currently scoping further works.
0	96,502	Ashley St (West St to Hayward Ave)	0	0	0	0.0%	96,502	100%	Currently redesigning drainage to retrofit with driveway link in Hayward Avenue at its junction with Ashley Street.
0	787,750	Lockleys Catchment	445,358	187,679	633,038	80.4%	787,750	100%	Upgrade of surface drainage in Rulland Avenue is underway.
2,212,151	1,812,151	Stormwater Upgrade - Stirling St, Thebarton	54,562	35,778	90,341	5.0%	1,812,151	100%	Tendering process is underway. Construction is scheduled to commence in late March 2020.
200,000	200,000	Stormwater Upgrade - Sherrif St, Underdale	20,235	2,115	22,349	11.2%	200,000	100%	Detailed design is underway.
0	50,000	Plympton Green	0	0	0	0.0%	50,000	100%	Detailed design is being developed.
0	229,868	Shannon Ave Pump Station	217,820	12,047	229,868	100.0%	229,868	100%	Project completed.
<i>Other Environment</i>									
1,358,774	2,272,340	Brown Hill and Keswick Creeks	35,606	0	35,606	1.6%	2,272,340	100%	Approval for 1st stage of Greater Management Plan has been confirmed by all necessary stake holders. Project for design concept upgrade of Brown Hill Creek through West Torrens area is nearing draft report stage.
4,120,925	6,061,842	Program Total	1,153,867	265,429	1,419,296	23.4%	6,061,842	100%	
RECREATION PROGRAM									
<i>Parks & Gardens</i>									
490,000	832,953	Playground Upgrade	261,757	122,625	384,382	46.1%	832,953	85%	Project in progress; refer Urban Services Report, 3 March 2020 for an update.
400,000	616,565	Reserve Developments - Various	375,099	151,038	526,137	85.3%	616,565	100%	Project in progress; refer Urban Services Report, 3 March 2020 for an update.
210,000	466,641	River Torrens Upgrade	159,177	56,286	215,463	46.2%	466,641	85%	Project in progress; refer Urban Services Report, 3 March 2020 for an update.
25,000	80,943	River Torrens Path Upgrades	7,813	6,667	14,480	17.9%	80,943	100%	Projects scheduled for 2019/2020
0	577,500	Kings Reserve Playspace	2,690	8,310	11,000		577,500	25%	Update / Project Status to be provided at the City Facilities and Waste General Committee - 24 March 2020
320,000	856,392	Reserve Irrigation Upgrades	233,627	134,855	368,482	43.0%	856,392	80%	Project in progress; refer Urban Services Report, 3 March 2020 for an update.
50,000	50,000	Bikeway Path Upgrade and Reseal	0	78,000	78,000	156.0%	50,000	80%	Projects scheduled for 2019/2020
<i>Sports Facilities</i>									
75,000	211,798	Tennis Court Upgrades	154,170	5,500	159,670	75.4%	211,798	100%	Works Scheduled / Underway
0	45,600	Airport Road	55,412	0	55,412	121.5%	45,600	0%	Works Scheduled / Underway
0	922,846	Thebarton Oval Kings Reserve	0	50,124	50,124	5.4%	922,846	25%	Update / Project Status to be provided at the City Facilities and Waste General Committee - 24 March 2020
1,570,000	4,661,238	Program Total	1,249,745	613,406	1,863,151	40.0%	4,661,238	67%	

CITY OF WEST TORRENS
BUDGET 2019/20 - AS AT 29 February 2020
CAPITAL WORKS EXPENDITURE

ADOPTED BUDGET ORIGINAL	ADOPTED BUDGET REVISED	FUNCTION	YTD ACTUALS	COMMITTED OR CONTRACTED	ACTUALS AND COMMITTED	% SPENT OR COMMITTED	FORECAST EXPENDITURE TO COMPLETE	EOY FORECAST PERCENTAGE COMPLETE	COMMENT / EXPLANATION
TRANSPORT PROGRAM									
<i>Roads Sealed</i>									
9,093,680	11,269,238	City Funds/ULRG Funds/Carryovers	3,563,092	3,692,393	7,255,485	64.4%	11,269,238	85%	Project in progress; refer Urban Services Report, 3 March 2020 for an update.
873,376	617,418	Roads to Recovery Grant Funds	0	0	0	0.0%	617,418	100%	
<i>Other Transport</i>									
373,483	385,889	Roundabouts / Minor Road Rehabilitation	146,133	52,335	198,468	51.4%	385,889	100%	Scheduling further works
250,000	301,017	Bus Shelters	175,666	35,956	211,621	70.3%	301,017	100%	Upgrade works to hard stand area are in progress.
555,000	818,926	Traffic Management	340,409	6,301	346,710	42.3%	818,926	100%	Consultation for the removal of the bus only device located west of West Street and concept design for complete for new traffic calming at Hayward Avenue is complete. A report will be tabled at the City Services and Amenity Standing Committee meeting to be held 4th February 2020.
240,000	386,911	Bicycle Management Schemes	0	102,532	102,532	26.5%	386,911	100%	Scope of works is currently being undertaken.
695,000	1,107,337	Public Lighting	186,105	175,640	361,745	32.7%	1,107,337	80%	Project in progress; refer Urban Services Report, 3 March 2020 for an update.
0	85,229	Bio-Science Precinct Works	7,320	0	7,320	8.6%	85,229	100%	Currently seeking quotations for the supply and installation of the "Green Columns"
<i>Bridges</i>									
0	33,308	Bridge Ancillary Works (as per Bridge Audit)	10,993	22,316	33,308	100.0%	33,308	100%	Currently undertaking a re-condition audit.
<i>Footways & Cycle Tracks</i>									
178,139	178,139	Footpath Renewal Program	160,863	45,026	205,888	115.6%	178,139	100%	Project in progress; refer Urban Services Report, 3 March 2020 for an update.
277,166	277,166	Footpath Construction Program	29,933	183,959	213,892	77.2%	277,166	100%	Project in progress; refer Urban Services Report, 3 March 2020 for an update.
200,000	206,365	Footpath Remediation Program	32,860	40,000	72,860	35.3%	206,365	100%	Project in progress; refer Urban Services Report, 3 March 2020 for an update.
Other									
12,735,844	15,666,943	Program Total	4,653,374	4,356,458	9,009,831	57.5%	15,666,943	88%	
SUMMARY:									
4,120,925	6,061,842	Environment Program	1,153,867	265,429	1,419,296	23.4%	6,061,842	100%	
1,570,000	4,661,238	Recreation Program	1,249,745	613,406	1,863,151	40.0%	4,661,238	67%	
12,735,844	15,666,943	Transport Program	4,653,374	4,356,458	9,009,831	57.5%	15,666,943	88%	
18,426,769	26,390,023	TOTAL - ALL CAPITAL WORKS	7,056,986	5,235,292	12,292,278	46.6%	26,390,022	87%	

City of West Torrens
Budget 2019/20 - YTD 29 February 2020
(Interim Results - Selected Accounts)

	2018/19 Actuals	Account	Annual		2019/20 Budget				YTD % Variance
			Original Budget	Revised Budget	YTD Revised Budget	YTD Actuals	YTD \$ Variance	YTD % Variance	
236,373	131	Training & Conference Costs	283,675	285,675	185,574	150,199	35,375	19.1	
37,852	213	Catering & Entertainment	47,670	42,794	29,066	27,696	1,370	4.7	
65,909	215	Catering/Entertain-Elected Members/others	62,850	64,850	44,786	31,444	13,342	29.8	
242,464	225	Subscriptions & Associations	247,992	233,575	188,256	221,308	-33,052	-17.6	
44,516	229	Elected Member Travel & Training	40,000	45,000	25,000	22,190	2,810	11.2	
470,930	241	Professional Fees - Legal	363,000	377,000	263,336	210,686	52,650	20.0	
9,076	243	Professional Fees - Medical	12,000	12,000	6,000	4,882	1,118	18.6	
656,976	245	Professional Fees - Consultants	1,009,400	1,112,100	770,822	449,608	321,214	41.7	
0	247	Professional Fees - Recruitment	10,000	10,000	6,664	3,358	3,307	49.6	
697,992	249	Professional Fees - General	389,480	516,786	391,854	154,583	237,271	60.6	
2,462,090	Total		2,466,067	2,699,780	1,911,358	1,275,954	635,404	33.2	

11.3 Legislative Progress Report - March 2020

Brief

This report provides an update on the status of proposed legislative changes affecting local government either dealt with in Parliament, by the Local Government Association or contained in the Government Gazette during the preceding month.

RECOMMENDATION

The Committee recommends to Council that the 'Legislative Progress Report - March 2020' be received.

Introduction

This report provides a monthly update on the progress of Bills through Parliament, using Parliament's defined stages, as well as items contained within the Government Gazette that relate to the City of West Torrens. It also contains information provided by the Local Government Association (LGA) relating to proposed amendments to legislation or other relevant matters.

Information on the status of all Bills and Acts is available on the South Australian Legislative Tracking and the Federal Register of Legislation websites at:

<https://www.parliament.sa.gov.au/Legislation/SALT> and/or <https://www.legislation.gov.au/>

Discussion

Recent Amendments to Legislation
Nil
Summary of Proposed Amendments to Legislation
Nil
Bills previously reported on where the status has changed
Planning, Development and Infrastructure (Commencement of Code) Amendment Bill 2019 Government Bill
<p>The Bill was first introduced in the Legislative Council, and after passing was transmitted to the House of Assembly on 5 December 2019.</p> <p>The Bill was restored in the House of Assembly on 5 March 2020, and is now awaiting assent. The Bill removes any reference in the <i>Planning, Development and Infrastructure Act 2016</i> to "1 July 2020" and replaces it with "the designated day". This gives the Minister the power to delay the implementation of the Code to a day of his choosing. The Minister flagged that the designated day will be in September, but this has not yet been confirmed.</p> <p>The Bill is now awaiting assent.</p> <p>Further information can be found on the South Australian Legislative Tracking website.</p>

Bills previously reported on where the status remains unchanged

Automated External Defibrillators (Public Access) Bill 2019

Private Members Bill

The *Automated External Defibrillators (Public Access) Bill 2019* was introduced to the Legislative Council on 16 October 2019 by Hon F Pangallo (MLC).

An Automated External Defibrillator is a portable device able to treat cardiac arrest by applying an electric shock to restore normal heart rhythm.

If passed by State Parliament, Automated External Defibrillators will be mandatory in all public buildings (including schools and universities, libraries, sporting facilities, local council offices and swimming pools) which the public have access to.

Privately owned buildings including shopping centres, aged care and retirement villages, commercial properties over 600 square metres in size, and certain residential apartments will also be required to install the device.

It will also be mandatory for the devices to be installed in all emergency services vehicles, including SAPOL, the Metropolitan Fire Service, Country Fire Service and State Emergency Service.

A maximum fine of up to \$20,000 would be imposed on those who failed to abide by the new laws.

The Bill has been adjourned at second reading on 16 October 2019.

Council has installed defibrillators in the Civic Centre, Hamra Centre, Thebarton Community Centre and Plympton Community Centre. It has also installed defibrillators in a number of its leased facilities including the Hilton RSL, Western Youth Centre, Fulham Community Centre, Airport Over 50s Club etc. In addition, it has provided community grants to other community groups such as the Glenelg Baseball Club. As such, if this Bill is passed then it will not result in any major impost on Council.

Further information can be found on the South Australian Legislative Tracking website.

Development (Site Contamination) Variation Regulations 2018

Government Regulations

The Department of Planning, Transport and Infrastructure (DPTI) has released the draft *Development (Site Contamination) Variation Regulations 2018*, along with an explanatory statement. These draft regulations are designed to ensure site contamination is considered in an appropriate way, commensurate with the nature of the development, the potential risk and stage in the planning process. They also aim to facilitate timely and appropriate consideration of contamination issues and will encourage clarity of evaluation by planning authorities.

Planning authorities, developers and other stakeholders have an important role in managing site contamination by ensuring good planning and development doesn't exacerbate risk.

Stakeholders were encouraged to make submissions relating to the draft regulations to the Environmental Protection Agency and/or DPTI on 15 May 2019. No feedback on the on the draft has yet been released by DPTI.

Further Information can be found in LGA Circular 9.7

Freedom of Information (Miscellaneous) Amendment Bill 2018**Private Members Bill**

This Bill seeks to change the definition of public interest, amend the processes for determining that a document does not exist and changes definitions relating to the nature and scope of an application. It also changes the processes for determination of an application.

The Bill passed the Legislative Council with amendments on 18 October 2018. It was adjourned a second time in the House of Assembly on 7 November 2018.

Further information can be found on the [South Australian Legislative Tracking website](#).

Independent Commissioner Against Corruption (Investigation Powers) No 2 Amendment Bill 2018**Government Bill**

This Bill was restored in the House of Assembly for discussion on 6 February 2020.

This is a Bill to amend the Independent Commissioner Against Corruption Act 2012 (Act). It is the second Bill introduced in this parliamentary session which intends to amend the Act.

The Bill seeks to amend the functions of the Independent Commissioner Against Corruption (ICAC) with broad sweeping reforms, including allowing the Commissioner to conduct a public inquiry, investigators being able to arrest individuals without warrants in certain circumstances and other broad changes.

The Bill was introduced to the Legislative Council, read a first time, and adjourned at second reading on 15 November 2018. The Bill passed the Legislative Council with amendments on 21 March 2019 and has been adjourned at second reading in the House of Assembly on 19 June 2019.

Further information can be found on the [South Australian Legislative Tracking website](#).

Labour Hire Licensing Repeal Bill 2018**Government Bill**

This is a Bill to repeal the *Labour Hire Licensing Act 2017*.

It was introduced and read on 28 November 2018. It was debated frequently throughout February, and referred to Committee on 14 February 2019. A third reading was called on 27 February 2019, and was adjourned in the Legislative Council on 28 February 2019. The Bill was debated further in the Legislative Council on 16 May 2019, and has again been adjourned.

Further information can be found on the [South Australian Legislative Tracking website](#).

Landscape South Australia Bill 2019

Government Bill

The *Landscape South Australia Bill 2019* (Bill) is a Bill to repeal and replace the *Natural Resources Management Act 2004* (NRM Act). The Bill in essence aims to decentralise decision making relating to the environment, and recognise the impact of climate change and other factors not recognised in the NRM Act.

The Bill establishes a new framework for how the state's natural resources are managed, and intends to create a simpler and more accessible system.

The key elements of the reform are:

- Replacing regional natural resource management boards with new arms-length regional landscape boards and giving communities and landholders a greater voice in how natural resources are managed;
- A new Green Adelaide board focused on seven priorities that will help Adelaide become the most ecologically vibrant city in the world. These are:
 - Coastal management
 - Urban rivers and wetlands;
 - Water-sensitive urban design;
 - Green streets and flourishing parklands;
 - Fauna and flora in the urban environment;
 - Controlling pests, animals and plants; and
 - Nature education.
- A cap on increases to land and water levies to reduce cost of living pressures for all South Australians; and
- More action on ground, with a focus on partnerships, a simpler approach to planning and creating opportunities for natural resources management focused on programs and initiatives in regional communities.

Boards

Section 12 of the Bill provides that, "Green Adelaide" or the "Green Adelaide Board" (GAB) will be established as a landscape management region covering metropolitan Adelaide. The GAB will be able to raise levies to support residents to live more sustainably and invest in community development.

Section 13(5) of the Bill establishes the GAB to make Adelaide the "most ecologically vibrant city in the world".

The GAB will have between 6 and 10 members, all of whom will be appointed by the Minister. The only current guidelines for eligibility to sit on the GAB is under section 17 of the Bill which states that a person must be on the relevant Council electoral roll to be considered. There is no specific consideration allowing for elected members to sit on the GAB. Section 16 of the Bill directs the selection criteria to be more focused on environmental expertise vs representatives (i.e. Elected Members).

Section 67 of the Bill outlines that land levies will be collected in the same manner as the NRM levies, by Councils. These levies will be to reimburse Council for their contributions to the scheme. It will be known as the ***regional landscape levy***.

Amendments to this Bill continue to be discussed in Parliament, with most recent amendments made on 24 September 2019.

The Bill has passed the House of Assembly and is now in committee in the Legislative Council.

Further information can be found on the South Australian Legislative Tracking website.

Liquor Licensing (Miscellaneous) Amendment Bill 2019

Government Bill

This Bill amends the Liquor Licensing Act 1997 (Act). The proposed amendments are in support of the review into the Act, conducted by the Hon. Mr Tim Anderson QC in 2016, which led to the passage of the Liquor Licensing (Liquor Review) Amendment Act 2017 (the Liquor Review Act).

The Liquor Review Act has been commenced in stages and the final stage is proposed to commence on 18 November 2019. This will predominantly relate to the provisions that create new licence classes that transition the current licence classes to those new classes.

Drafting of regulations is being undertaken in the Attorney-General's Department to prepare for the new licensing regime.

The Bill was passed in the House of Assembly and is now in committee in the Legislative Council. Adjourned at Second Reading on the 12 September 2019.

Further information can be found on the South Australian Legislative Tracking website.

Local Government (Fixed Charges) Amendment Bill 2018

Government Bill

This Bill seeks to amend s152 of the Local Government Act 1999.

The amendment seeks to include each residence in a retirement village (within the meaning of the *Retirement Villages Act 1987*) as a type of allotment to which a fixed charge for rates cannot be applied.

The Bill was introduced to the Legislative Council and read a first time on 17 October 2018. It has been adjourned at second reading.

Further information can be found on the South Australian Legislative Tracking website

Planning, Development and Infrastructure (Carparking Requirements) Amendment Bill 2019

Private Members Bill

This Bill, introduced by Hon T Piccolo, amends the *Planning, Development and Infrastructure Act 2016* providing minimum carpark requirements on all dwellings.

Amendment of section 108 - categorisation:

In the case of a 1 bedroom dwelling, the requirement to provide for at least 1 carpark, and 2 carparks for a dwelling with 2 or more bedrooms. Carparks are required to be on site or on a site within 100 metres of the dwelling. If the development does not meet these requirements it will be classified as restricted development.

Amendment of section 110 - restricted development:
If the Commission makes an assessment under s110 of the Act in relation to restricted development, the Commission must take into account the relevant provisions of the Planning and Design Code, but is not bound by those provisions.

The Bill was introduced to the House of Assembly on 13 November 2019 and adjourned at second reading on 13 November 2019.

Further information can be found on the South Australian Legislative Tracking website.

Planning, Development and Infrastructure (Code Amendments) Amendment Bill 2019
Private Members Bill

This Bill was introduced to the Legislative Council on 27 February 2019. The Bill affects the heritage places provisions of the PDI Act and intends to remove the requirement for 51% of relevant owners to approve of a property or area being designated as a heritage character for preservation zone or subzone.

The Bill has been received in the House of Assembly on 4 July 2019, and has been adjourned at first reading.

Further information can be found on the South Australian Legislative Tracking website

Planning, Development and Infrastructure (Reserves) Amendment
Private Members Bill

This Bill, introduced by Hon M C Parnell (MLC), amends the *Planning, Development and Infrastructure Act 2016* to include reference to the *National Parks and Wildlife Act 1972*, and to ensure that developments within a reserve are classified as a restricted development.

The Bill was introduced to the Legislative Council on 31 July 2019. It was passed in the Legislative Council on 16 October 2019 and has been received in the House of Assembly and adjourned at first reading on 17 October 2019.

Further information can be found on the South Australian Legislative Tracking website.

Single Use and Other Plastics (Waste Avoidance) Bill 2018
Private Members Bill

This Bill seeks to regulate the sale and supply of single use and other plastics.

The Bill provides that retailers must provide alternatives to prohibited plastics before 1 July 2023 and creates an offence for releasing helium-filled balloons into the open. It also creates a requirement to provide disposal instructions for fishing tackle and personal hygiene products.

The Bill was introduced to the Legislative Council and read a first time on 25 July 2018. The Bill has been adjourned at second reading.

Further information can be found on the South Australian Legislative Tracking website.

Valuation of Land (Separate Valuations) Amendment Bill 2018
Government Bill
<p>This Bill was introduced to the Legislative Council and proposes amendments to clarify that separate assessments should only be made in circumstances where it is required by law or when a property has been separately occupied since 1967 or under a shack site lease and is situated on land where formal subdivision is prohibited.</p> <p>The Bill was introduced to the Legislative Council and read a first time on 17 October 2018. It has been adjourned at second reading.</p> <p>Further information can be found on the South Australian Legislative Tracking website</p>
Acts Assented
Nil
Regulations Amended
Nil
Relevant Common Law
Nil
Parliamentary Inquiries
Overabundant and Pest Species Inquiry
<p>The Natural Resources Committee resolved to inquire into the management of overabundant and pest species in South Australia with particular reference to:</p> <ol style="list-style-type: none"> 1. Efficacy of existing or novel regulatory, policy and partnering frameworks used to manage overabundant and pest species 2. Costs of managing overabundant and pest species 3. Impacts of overabundant and pest species on agricultural outputs, environmental values, tourism, road safety, and amenity 4. Any other related matters. <p>The Committee continues to meet, and issued a third report to be noted by the Parliament on the floor.</p> <p>Further Information can be found in LGA Circular 39.1 and on the South Australian Legislative Tracking Website.</p>

Climate Impact Considerations

(Assessment of likely positive or negative implications of this decision will assist Council and the West Torrens Community to build resilience and adapt to the challenges created by a changing climate.)

There is no direct environmental impact in relation to this report.

Conclusion

This report on legislative amendments is current as at 6 March 2020.

Attachments

Nil

12 MEETING CLOSE

CITY OF WEST TORRENS



ATTACHMENTS

UNDER SEPARATE COVER

Council

17 March 2020

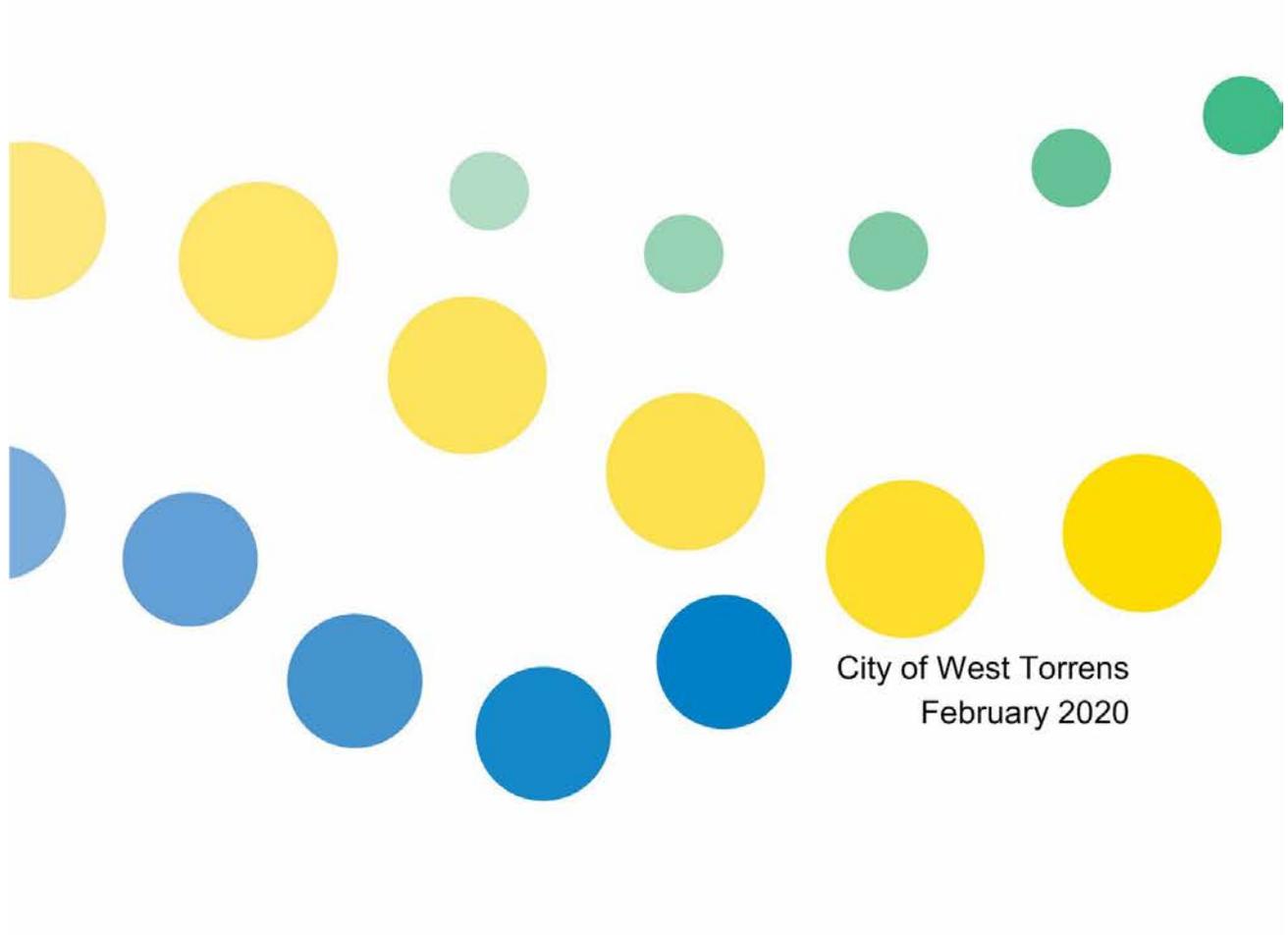
Item 17.4- Planning Reform: Planning and Design Code Final Response

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17.4 Planning Reform: Planning and Design Code Final Response
Attachment 2 West Torrens Third Response to Draft Planning and Design Code 1



Draft Planning and Design Code consultation Response three



City of West Torrens
February 2020

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Overlays:

Advertising near Signalised Intersections Overlay

Administration flag more time is required to review this overlay.

Affordable Housing Overlay

The Affordable Housing Overlay introduces policy mechanisms that reduce car parking requirements and site area provisions whilst providing a height bonus of an additional storey. It is suggested that this overlay needs to be further considered and adequate consultation be undertaken on the expectations of community in relation to affordable housing.

West Torrens Development Plan currently anticipates density bonuses in locations that have been specifically identified due to proximity to activity centres and public transport systems and located typically in medium density policy areas. The Development Plan seeks 1 undercover car park per dwelling. The table below highlights differences between the Development Plan and draft Code as it relates to affordable housing assessment criteria and bonus:

	Development Plan	Draft Code
Additional height allowed?	No	Yes - 1 storey
Site area discount	Only in the above zones where - Medium Density Policy Area 18 - Medium Density Policy Area 19 - Low Density Policy Area 21 And located within 400m of a Centre Zone	20% everywhere
Car parking	Min = 1 (undercover)	Min = 0 for apartment 1 = per dwelling for any other dwelling

For the City of West Torrens, the Affordable Housing Overlay is located within the Housing Diversity Neighbourhood Zone (anticipated site areas of 142m²) and also adjacent Historic and Character areas.

Administration support mechanisms to allow for housing affordability, but under the draft Code holds concerns of the cumulative impacts of Affordable Housing in this format (reduced to no car parking, increased building height and reduced site minimums in some areas with already small site areas proposed) within the locations identified.

The draft Code policy is unlikely to meet the needs and expectations of the local community and occupants who could reasonably expect that height limits identified by either the relevant zone provisions or TNV would be built as described.

Council does *not* support the following attributes of the Affordable Housing overlay:

- 20% reduction to the minimum site area when located within or adjacent Historic and Character Areas;
- Support of an additional storey
- Reduced minimum car parking provision

Affordable housing should seek different mechanisms to attain meaningful affordability (State Government taxes etc.) without undermining the functionality and character of an area.

SPC is requested to explore other mechanisms to provide affordable housing which are not at the detriment of functionality and heritage and character unless sound urban planning (generally site specific e.g. transport and connectivity, well serviced by open space and soft and hard infrastructure) support the reduction to minimums and additional height currently proposed.

Aircraft Noise Exposure Overlay

Policy and mapping contained within the draft Code is at odds with current practice, which has direct reference to AS 2021- Acoustics- Aircraft Noise Intrusion- Building Siting and Construction. The use of the Australian Standards is consistent with the National Airports Safeguarding Framework and seeks to ensure community health and wellbeing as well as a consistent approach in developing for both developers and assessment authorities.

As raised in previous reports, DPTI have acknowledged that the Aircraft Noise Exposure plans currently adopted by the Code are out of date and are working with relevant stakeholders to update this detail accordingly.

It is important that SPC are also implementing this policy consistently irrespective of the assessment pathway. In the revised iteration of the development assessment tables, reference to the Building near Airfields Overlay has been removed. If this continues to be the case then Deemed to Satisfy development (which may include new dwellings or substantial dwelling extensions) can occur without any noise attenuation. It will only be Performance Assessed Development that will need to undertake noise attenuation. This is a loophole in the current system which should be rectified in the new Planning and Design Code to ensure equity in the planning system irrespective of assessment pathway.

Recent Council resolutions are as follow:

- 6 November 2018 Council meeting as a result of West Torrens Aircraft Noise Survey Outcomes as follows:
 1. *Its policy position, to be used to influence the Department for Planning, Transport and Infrastructure's (DPTI) development of the new Planning and Design Code, with respect to aircraft noise be the ANEF contour map recognising >25 ANEF as the threshold for managing aircraft noise for new development and excluding land divisions in >30 ANEF with the following additional measures be approved by Council as its position with regard to Aircraft Noise:*

- a. *Development should be designed and located having regard to the flight paths, height restrictions and noise exposure forecasts issued by Adelaide Airport Limited.*
 - b. *Residential development on land within the area defined by Fig R1/1 is affected by aircraft noise from Adelaide Airport and should be designed, constructed and insulated to minimise the effects of noise.*
 - c. *Dwellings (and dwelling additions with habitable rooms) are constructed in accordance with Australian Standard 2021-2015: Acoustics - Aircraft noise intrusion - Building siting and construction; or*
 - d. *Dwellings (and dwelling additions with habitable rooms) and other buildings include construction techniques such as insulation, double glazing, window and door shielding and other design and construction techniques available.*
- 19 November 2019 at the City Finance and Governance Standing Committee meeting (noting, early into the Code review) the following recommendation was adopted:
*Council approves and submits the proposed response to the National Airports Safeguarding Framework Implementation Review (**Attachment One**) to the Australian Government Department of Infrastructure, Transport, Cities and Regional Development with the exception of the feedback relating to Guideline I - Managing the Risk in Public Safety Areas at the Ends of Runways, on the basis that Council considers this is State Government responsibility.*

In addition to the Council meetings, has been a stakeholder meeting with DPTI staff (held on the 28 January 2020) at which the following outcomes were reached;

- DPTI/SPC intended for Most recent entire ANEF to be included in the Code
- DPTI/SPC confirmed NASF's Guideline I Public Safety Areas are not going to be addressed in version 1 of the Code
- AAL noted that if you protect under ANEF for noise, NASF's Guideline I Public Safety Areas could be mostly protected as well
- DPTI/SPC intended to amend Ministerial Building Standard 10 to deal with ANEF25 as part of Building Rules Consent
- All noted that ANEF20 does not need to be specifically addressed in planning or building assessment as most moderns construction complies anyway
- All noted that ANEF30+ can be addressed through performance assessment with the ANEF Overlay
- CWT & AAL advised DPTI that AS2021 is the widely-accepted current practice for the management of aircraft noise, it must be referenced to provide guidance for the AM/CAP
- DPTI/SPC suggested AS2021 could be put into a Practice Direction rather than the Code so that it can be referenced by the Assessment Manager or CAP
- SPC needs to consider how to manage Land division in ANEF30+ or ANEF35+ - further consideration required as to which ANEF level restrictions apply & important for policy to provide clarity. No in principle agreement on this matter.
- DPTI/SPC intended to amend the Airport Building Heights Overlay, to replace Development Plan references with OLS data
- DPTI/SPC intended to amend the Building near Airfields Overlay, so this policy only applies to the types of development that actually cause impacts airport operations (i.e. bird strike, outdoor lighting) such as sports field lighting, keeping pigeons etc.

Council are requesting and continue to advocate to SPC that the following occur prior to commencement of the Code:

- Include the current approved ANEF in the Code;
- Include and make reference to AS2021 within the Code.
- Ensure that sensitive development within this area that is classified as Deemed to Satisfy (DTS) development, be required to achieve noise attenuation requirements of the AS2021.
- Support on-going discussions between stakeholders (i.e. DPTI, Council, Adelaide Airport and community) on how best to ensure community wellbeing.
- Continue working with the stakeholder groups that met recently to discuss approaches to ANEF and aircraft noise including Federal Government Departments, AAL, Council etc.), to ensure the Code takes into account and addresses all relevant necessary safety, health, wellbeing and economic factors as they relate to development in proximity to the Adelaide Airport and associated flight paths.

Airport Building Heights (Regulated) Overlay

There are a multitude of overlays that relate to development near airfields, airports and aircrafts, with many containing limited policy content.

The Airport Building Heights (Regulated) overlay as written in the draft Code should only apply to the types of development that the policy refers to (i.e. developments with significant lights such as sports fields) or may increase risks of bird strike (i.e. pigeon keeping).

However, it is suggested that there may be scope to amalgamate/consolidate similar overlays to create a cohesive and comprehensive suite of policy e.g. Building near Airfields with overlay mapping highlighting ANEF, regulated airport building heights and where special consideration is given to:

- Lighting glare;
- Smoke, dust and exhaust omissions;
- Air turbulence;
- Reflective surfaces (including large windows, roofs);
- Inclusion of policy that relates to safeguarding navigational aids
- Materials that affect aircraft navigational aids; and
- ANEF.

The benefit of having a major capital city airport so convenient to the city, as is the case in Adelaide, requires potential impacts to be carefully balanced in order to 'future proof' the airport's location.

Council is committed to being the best place to live, work and enjoy life. Recognising the important role that the Adelaide Airport has to play as premium tourism and emergency services infrastructure, as a key precinct for employment, also requires a balanced approach to accommodating the community expectations of liveability in residential areas affected by the airport's air transport movements.

It is recommended that:

- The South Australian Planning Policy Library (SAPPL) be reviewed to capture existing informative and beneficial policies.
- The consolidation of airfield and airport related overlays be considered to improve readability and functionality.

Building Near Airfields Overlay

Comments as above in Airport Building Heights (Regulated) Overlay

Character Area Overlay

The policy relating to the Historic and Character Areas and Local and State Heritage Places is considered to be well developed and reflective of many of the provisions currently found with the City of West Torrens Development Plan. That being said there are areas for improvement; such as:

- eliminate conflict with other overlays such as Affordable housing;
- provide guidance with the assistance of Design Performance features (DPFs); and
- recognition that it is not just the streetscape that impacts the character of an area.

Conflict with other overlays

Council has previously highlighted that due to the spatial nature of overlays that there needs to be a hierarchy which determines which overlay takes precedence. There are currently several locations where a Historic or Character Area Overlay overlaps the Affordable Housing Overlay. These overlays have conflicting intentions and provisions which is likely to cause conflict when an application is made. It is noted that the Code currently permits affordable housing to exceed heights limits and reduced site areas and parking. These features will directly conflict with the policy and character of a Historic and Character Area. There are other conflicts such as Advertising Near Signalised intersections and Traffic Generating Development etc. that also overlap other overlays, however their impact has not been explored.

If a hierarchy is not produced, then significant effort needs to be placed in ensuring that overlays do not conflict with one another.

Additional guidance

The provisions in these overlays are quite generic and as such it would be useful to add clarity by way of providing additional details in the DPFs. In the current version of the Code many POs only have a corresponding DTS, yet many of them state 'None are applicable'.

It would be beneficial to have more guidance through DPF's rather than having to seek a professional heritage consultant's consideration on many types of applications in these areas. Most Councils do not have internal heritage professionals and rely on external consultants. This adds additional cost and time to the assessment process.

Character Area Statements

The statements were not prepared in time for release of the draft Code for consultation (1 October 2019) and on 14 October 2019, DPTI provided templates for what form the *Historic and Character Area Statements* were to take.

Council was not formally informed until 25 October 2019 by DPTI that if it wished to draft its own versions of the template, they would need to be provided to DPTI by 28 November 2019 in order for them to be included in the Code consultation. This four week timeframe was very

tight, especially given that the statements needed to be considered by a Heritage Architect and endorsed by Council before being provided to DPTI.

When the *Historic and Character Area Statements* were released in November 2019, DPTI had removed some content initially approved by Council. DPTI's reasoning was that numerical figures in relation to site areas and setbacks should be Technical and Numeric Variations (TNVs) and the statements are a reflection of the current character attributes rather than controlling future development. The latter should be easily rectified by changing some of the statements from future to past tense, such as carports and garages are located behind the main face of the dwelling.

The numerical figures were initially proposed in the *Historic and Character Area Statements* submitted by Council to capture a lack of qualitative provisions in the DPTI format of the statements/overlays and as such, were considered to be insufficient to protect local interests. Like all assessment provisions within the Code, TNVs are not a mandatory requirement but rather a guide. There is likely to be scenarios or situations that will not meet the TNV but are still suitable.

The inclusion of TNVs will provide a clear and consistent benchmark that is immediately identifiable to the community, developers and assessment authorities alike particularly around the expectation of subdivision in each Historic and Character Area. These TNVs are seen as front loading the process rather than necessitating a critique of these areas once a land division application has been lodged.

As the current Development Plan does not contain many minimum site areas or frontages for the Historic and Character Policy Areas, DPTI administration requested justification to include TNVs in these areas. This has involved an analysis of the site area and frontages of all 4557 allotments found in the Historic and Character Areas of West Torrens as well as the following documents:

- City of West Torrens Development Plan;
- Thebarton Heritage Review April 1996;
- City of West Torrens Heritage Survey, 1998;
- City of West Torrens Review of Local Heritage for Heritage PAR, 2003; and
- City of West Torrens, Local Character Study, June 2010.

The additional research undertaken has also been beneficial in garnering a better understanding of the rhythm of the streetscape. Frontage widths often set the basis for streetscape character as it determines frequency of crossovers, dwelling to garage ratio, spacing between dwellings etc. Where there is a strong character demonstrating a consistent frontage width, it should be protected to avoid the potential for conflict arising from built form on narrower allotments.

Council provides the following recommendations:

- The way in which the Character Statements were created and subsequently consulted on, is not considered to be in keeping with the Community Engagement Charter which emphasises genuine, inclusive and transparent engagement with the communities early when the rules, such as the Code, are being developed rather than later, when it may be too late to influence the outcome; and
- Inclusion of updated Historic and Character Area Statements (**Attachment Two**) and site area and frontage TNVs (**Attachment Three**).

Coastal Areas Overlay

Beneficial policy contained within the current SAPPL appears to be missing, including erosion buffers, protection of economic resources, and development in appropriate locations and maintaining of public access.

Council recommends that SPC review South Australian Planning Policy Library (SAPPL) and implement more policy that is relevant and that seeks to protect and enhance coastal areas.

Design Overlay

The Design Overlay appears to carry over existing referrals to Government Architect for buildings over 4 storeys, where the overlay exists (Urban Corridor Zones). This maintains status quo and typically for West Torrens relates to applications assessed by SCAP.

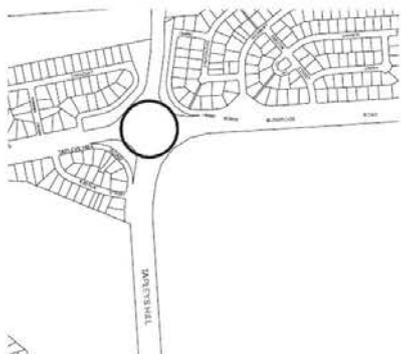
Future Road Widening Overlay

Council engineers have identified that there are a number of intersections within West Torrens that will require upgrade and road widening.

The following roads are flagged and query raised whether these should be included in the overlay (although not currently contained within MARWP):

- Airport Road/Sir Donald Bradman Drive,
- Rowells Road/Sir Donald Bradman Drive,
- Anzac Highway/Cross Road,
- Marion Road/Mooringe Avenue

Review of MARWP appears that the following road widening at Tapleys Hill Road and Sir Donald Bradman/Burbridge Road has not been captured on the online mapping tool (see below):



Map 1: Extract from MARWP 6628-41 RW



Map 2: Screen shot of DPTI mapping- with Road Widening Overlay

Hazards (Flooding) Overlay

Council wishes to identify that in the next few years, new flood maps associated with the Sturt River Stormwater Management Plan (SMP) and the West Torrens SMP are likely to be formalised and will need to be brought across to the Hazards (Flooding) Overlay.

Other recommendations following a review of this overlay include the following suggested amendments to the Desired Outcome (DO) Performance Outcomes (PO) and to Satisfy/Designated Performance Outcome (DTS/DPF) criteria shown in red text and queries also below the relevant provision:

DO 1

Minimise impacts on people, property, infrastructure and the environment from exposure to flood hazard risk through limitation of development intensification and through responsiveness of design.

PO 1.1

Land division limited to areas where the consequences to buildings and safety are low and can be readily managed or overcome.

How is 'the consequences to buildings and safety are low' measured? It is not defined:

DTS/DPF 1.1

Land division resulting in the creation of new allotments occurs outside of areas where flood depth would exceed 0.3m above natural ground level and flood velocity would exceed 0.3m per second during a 1% AEP flood event.

In an urban context, this does not align with the presentation of industry standard floor mapping e.g. information on velocity is not common, and use of industry standard depths.

Juxtaposition between infill in an urban context and greenfield sites, may require this being teased out further with policies that relate to these two different scenarios.

PO 1.2

Land is not divided unless allotments can be connected to a public stormwater system capable of catering for a 1% AEP flood event.

Clarity is sought for what is considered a public stormwater system? And what is meant by connected?

PO 1.3

Land is not divided unless a layout is achieved whereby roads, parking areas and development sites for each allotment are at least 0.3m (freeboard) above the 1% AEP flood event level, unless the land is, or can be provided with flood protection measures that are appropriate and acceptable for the intended future land use.

In addition to proposed change above the following comments are made:

- Land division and levels should not displace flood waters; and

- Roads and parking areas are not generally flood protected- flood management utilises roads to move flood waters

Below is suggested DTS/DPF in lieu of nothing being applicable:

DTS/DPF 1.3

0.3m above the 1% AEP flood event level

Land Use

PO 2.1

Buildings housing vulnerable people, community services facilities and emergency services are sited away from areas of unacceptable flood risk.

DTS/DPF 2.1

Pre-schools, educational establishments, retirement and supported accommodation, emergency services facilities, hospitals and prisons located outside of the 1% AEP flood area.

Please note, common engineering practice is that these facilities (pre-schools, educational establishments, retirement and supported accommodation, emergency services facilities, hospitals and prisons) would be established at 0.5% AEP flood area except for hospital and emergency services facilities located outside of 1% AEP flood area.

Flood Resilience

PO 3.1

Development avoids necessitating flood protection works through measures such as setbacks to protect development from the impacts of flooding.

DTS/DPF 3.1

None are applicable

On review of PO 3.1 and related DTS/DPF 3.1, we are uncertain what this means and the background context.

PO 3.2

Development does not cause unacceptable impacts on any adjoining property by diversion of flood waters, increase in flood velocity or flood level, or cause an unacceptable loss of flood storage.

DTS/DPF 3.2

Development is limited to:

- (a) buildings, structures or earthworks required as part of flood protection works associated with a regional flood mitigation scheme; or*
- (b) recreation area.*

Is this the most appropriate DTS/DPF? What if someone wants to build a dwelling?

Urban development should include flood flow corridors to facilitate the movement of flood flows

PO 3.3

Buildings sited, designed and constructed to prevent the entry of floodwaters in a 1% AEP flood event where the entry of flood waters is likely to result in undue damage to or compromise ongoing activities within buildings.

This should reflect PO 1.3 with 0.3m above the 1% AEP

DTS/DPF 3.3

None are applicable

Suggested DTS/DPF: Provide 0.3m (freeboard) above the 1% AEP flood event level

PO 3.4

Development, including outbuildings and fences, does not impede floodwaters.

DTS/DPF 3.4

None are applicable

On review of the draft Code, it is considered that reference to flood flow corridors is required and the following design requirements for flood flow corridors are considered necessary, based on the anticipated physical flood depth.

- *Up to 100mm - Anticipated flood depth zone*
In this zone, the provision of a flood flow corridor is typically not requested.
- *100mm to 250mm - Anticipated flood depth zone*
In this zone, it is typically requested for a single flood flow corridor to be provided connecting the front and rear of the site. A flood flow corridor is also to be provided across the rear of the site.
(These being considered in relation to the original development site where a subdivision has or has the potential to occur in the future)
Each flood flow corridor should be at least 900mm in width.
Civil Plans for the development need to clearly show the design finished surface level of the corridors being retained within 200mm of the existing natural site levels.
- *250mm to 500mm - Anticipated flood depth zone*
In this zone, it is typically requested for two flood flow corridors to be provided connecting the front and rear of the site. A flood flow corridor is also to be provided across the rear of the site.
(These being considered in relation to the original development site where a subdivision has or has the potential to occur in the future)
Each flood flow corridor should be at least 900mm in width.
Civil Plans for the development need to clearly show the design finished surface level of the corridors being retained within 200mm of the existing natural site levels.
- *In excess of 500mm - Anticipated flood depth zone*
In this zone, it is typically requested for two flood flow corridors to be provided connecting the front and rear of the site. A flood flow corridor is also to be provided across the rear of the site.
(These being considered in relation to the original development site where a subdivision has or has the potential to occur in the future)

One of the flood flow corridors connecting the front and the rear should be at least 2000mm in width, with the remaining flood flow corridors being at least 900mm in width.

Civil Plans for the development need to clearly show the design finished surface level of the corridors being retained within 200mm of the existing natural site levels.

The above is extracted from West Torrens fact sheets for SPC's consideration.

Environmental Protection

PO 4.1

Buildings used either partly or wholly to contain or store hazardous materials designed to prevent spills or leaks leaving the confines of the building during a 1% AEP flood event to avoid potential environmental harm.

Guidance around hazardous materials e.g. a definition

DTS/DPF 4.1

Development involving storage or disposal of hazardous materials is wholly located outside of the 1% AEP flood level.

Is this meant to mean above the 1% AEP? Whenever a reference to elevation of 1% AEP is made, it is requested that reference to 0.3m (freeboard) be included.

Site Earthworks

PO 5.1

The depth and extent of filling required to raise the finished floor level of a building does not cause unacceptable impact on any adjoining property by diversion of flood waters, an increase in flood velocity or flood level, or cause an unacceptable loss of flood storage.

What is meant by unacceptable loss? It is requested that this term be defined in the administrative definitions.

PO 5.2

Driveways, access tracks and parking areas are designed and constructed to minimise excavation and filling.

It appears that PO 5.2 conflicts with PO 1.3. However, PO 5.2 is preferred and supported

DTS/DPF 5.2

Filling for ancillary purposes:

- (a) *does not exceed ~~400mm~~ 200mm above existing ground level; and*
- (b) *is no more than 5m wide.*

Council engineers query where the 5.0m width has come from? It is considered that the height is more critical and reference to the width could be removed.

Access

PO 6.1

Development does not occur on land:

- (a) *from which evacuation to areas not vulnerable to flood risk is not possible during a 1% AEP flood event; or*
- (b) *which cannot be accessed by emergency services vehicles or essential utility service vehicles during a 1% AEP flood event.*

DTS/DPF 6.1

None are applicable

PO 6.2

Access driveways and tracks to significant development (i.e. dwellings, places of work, etc.) consist of a safe, all-weather trafficable surface that is accessible during a 1% AEP flood event.

DTS/DPF 6.2

None are applicable

More background to these provisions regarding access is requested to understand what is to be achieved.

[Historic Area Overlay](#)

Comments as per Character Area Overlay

[Historic Area Statements](#)

Comments and attachments as per Character Area Overlay

[Key Railway Crossings Overlay](#)

It is questioned whether this Overlay should include a trigger for a referral when the proposed development is contrary to DTS/DPF 1.1?

Local Heritage Place Overlay

Comments as per Character Area Overlay

Major Transport Routes Overlay

Following a review of the provisions contained within the draft Code module Major Transport Routes Overlay, the following recommendations are made following the provision they relate to.

Access – Safe Entry and Exit (Traffic Flow)

DTS/DPF 1.1

An access point is designed to ensure:

- a. *the following for the largest vehicle expected to access the site:*
 - (i) *entry and exit movements are left turn only;*
 - (ii) *access to and from the site is in a forward direction, with on-site manoeuvring available through circulation around the site of no more than a 3-point turn;*
 - (iii) *vehicles cross the property boundary at an angle between 70 degrees and 90 degrees; and*
- b. *access to and from the site fully within the kerbside lane of the road; and where the access point services, or is intended to service:*
 - (i) *a single dwelling, the access point has a width of between 3m and 4m (measured at the site boundary); or*
 - (ii) *between 2 and 6 dwellings, the access point has a width of between 6m and 7m (measured at the site boundary); or*
 - (iii) *over 6 dwellings or any other non-residential land uses, then:*
 - A. *where vehicles 6.4m or less are expected to access the site, the access point has a width of between 7m and 10m (measured at the site boundary); or*
 - B. *where vehicles up to 8.8m in length are expected to access the site, the access point has a width of between 12m and 16m (measured at the site boundary); and*
- c. *the access point is located 1m or more from any roadside infrastructure or trees.*

It has commonly been accepted that the infrequent large vehicle leaving a site next to a major transport route should be able to turn further into the other lanes so that the crossover need not be excessively wide. The requirement specified to turn fully within the kerbside lane would in many circumstances result in an excessively wide splay and could adversely impact on pedestrians with a wider crossover requirement and impact on on-street parking as well.

For general car traffic, it is commonly accepted that access for cars would be fully within the kerbside lane.

It is recommended that an additional provision being drafted for 1.1(a) that provides 'flexibility' for infrequent large vehicles that may access a development site.

The following response is provided in relation to DTS/DPF 1.1 (b) (iii):

The requirement specified would result in excessively wide crossovers. This is not supported due to the impact on pedestrians and on-street parking. There should be flexibility to reduce the crossover width if the service vehicles are of an infrequent nature for the development site.

Access – On-Site Queuing

PO 2.1

Sufficient accessible on-site queuing adjacent to access points is provided to meet the needs of development so that all vehicle queues are contained fully within the boundaries of the development site, to minimise interruption on the functional performance of the road and safe vehicle movement.

DTS/DPF 2.1

An access point:

- (a) will not service, or is not intended to service, more than 6 dwellings and there are no internal driveways, intersections, car parking spaces or gates within 6.0m of the access point; or*
- (b) will service development that will generate less than 60 vehicle movements per day; and*
 - i. where vehicles no greater than 6.4m in length are expected to access the site, there are no internal driveways, intersections, car parking spaces, car park isles or any other internal obstructions within 10.5m of the access point; or*
 - ii. where vehicles no greater than 8.8m in length are expected to access the site, there are no internal driveways, intersections, car parking spaces, car park isles or any other internal obstructions within 14.5m of the access point; or*
 - iii. where vehicles over 8.8m in length are expected to access the site, no Deemed-to-Satisfy Criteria applies.*

With regard to DTS/DPF 2.1(b) the following comments are made:

The queuing length specified to be free of internal driveways, car parking spaces, car park aisles etc. is excessive and impractical for many development sites. There are many developments that have these features and still operate satisfactorily.

It is recommended that a general description of the queuing be described rather than the specific lengths.

Access – Existing Access Points

PO 4.1

New access points are widely spaced apart from any existing access point or public road junction to not impede traffic flow and ensure safe and efficient operating conditions are maintained on the road.

DTS/DPF 4.1

Where access from an alternative local road at least 25m from the Major Urban Route is not available, and the access is not located on a Controlled Access Road, a new access point is:

- (a) not located on a section affected by double barrier lines between either edge of the access point; and
- (b) at least the following distance from a public road junction, or terminating / merging lane on a public road:
 - A. 110 km/h road – 325m
 - B. 100 km/h road – 280m
 - C. 90 km/h road – 240m
 - D. 80 km/h road – 200m
 - E. 70 km/h road – 165m
 - F. 60 km/h road – 135m
 - G. 50km/h or less road – 105m; and
- (c) at least the following distance from another private (non-public road) access point:
 - A. 110 km/h road – 190m
 - B. 100 km/h road – 165m
 - C. 90 km/h road – 140m
 - D. 80 km/h road – 110m
 - E. 70 km/h road – 90m
 - F. 60 km/h road – 70m

With regard to DTS/DPF 4.1(b)C the following comments are made:

The separation distances specified are too excessive. For (c), the minimum separation distances from another private access point of 30m to 40m on a typical arterial road of 50km/hr to 60km/hr speed limit would be impractical.

Access – Location (Sight Lines)

PO 5.1

Access points located and designed to ensure appropriate sight distances are provided so that drivers:

- (a) on the road approaching the access point are able to recognise the presence of the access point and/or see a vehicle turning into or out of the access point in time to slow down or stop in a safe and controlled manner; and*
- (b) exiting the access point onto the road can see approaching vehicles to avoid potential conflict.*

DTS/DPF 5.1

Drivers approaching or exiting a new access point have an unobstructed line of sight to or from the new access point in accordance with the following distances:

- (a) 110 km/h road – 325m*
- (b) 100 km/h road – 280m*
- (c) 90 km/h road – 240m*
- (d) 80 km/h road – 200m*
- (e) 70 km/h road – 165m*
- (f) 60 km/h road – 135m; and*
- (g) 50km/h or less road – 105m.*

With regard to PO 5.1(b) the following comment is made:

The sight line requirements are based on road design situations. For urban areas, there may be difficulty in achieving these requirements. It is noted the parking standard AS/NZS 2890.1-2004 has a lower sight line requirement, corresponding more to stopping sight distance requirements and the following is recommended to replace that within the Code (as seen above):

- (a) 110 km/h road – 285m
- (b) 100 km/h road – 248m
- (c) 90 km/h road – 214m
- (d) 80 km/h road – 181m
- (e) 70 km/h road – 151m
- (f) 60 km/h road – 123m; and
- (g) 50km/h or less road – 97m.

Noise and Air Emissions Overlay

Administration flag more time is required to review this overlay.

Non-stop Corridor Overlay

Administration flag more time is required to review this overlay.

Prescribed Watercourses

Mapping irregularity is noted. Portion of the overlay captures whole land parcels e.g. through break out creek, whilst the balance from the parklands to breakout creek is the centreline of the river.

Prescribed Wells Area

Does PO 1.1 relate to development where water is coming from a well only? The overlay applies extensively and the entirety of West Torrens council area and the PO states that it applies to all development. More clarity is required for to ensure correct application of this overlay.

Regulated Trees

The draft version of the Code released for comment does not differentiate between the protection and assessment of Regulated and Significant trees, as is currently the case within the Development Plan. Although references to a Significant Tree Overlay can be found in the Draft Code, one does not actually exist. DPTI confirmed that only a Regulated Tree Overlay has been drafted.

Tree damaging activity for both Regulated and Significant Trees is to be considered against the policy provisions of the Regulated Tree Overlay. Some reassurance is that greater protections will be in place for Regulated Trees, however the same cannot be said for Significant Trees. For example, the following policy provisions currently found in the Development Plan to trigger retention of a significant tree are not found in the Code:

- a) *represents an important habitat for native fauna*
- b) *is part of a wildlife corridor or a remnant area of native vegetation*
- c) *is important to the maintenance of biodiversity in the local environment*
- d) *forms a notable visual element to the landscape of the local area.*

If there is no discernible difference in the protection and assessment between Regulated and Significant Trees, then it begs the question of why they have been differentiated in the first place. Without being able to review SPC's justification as to why they have elected to reduce protections for Significant Trees, Administration's advice is that the current stronger provisions be retained.

Of significant concern is that in the current version of the Code no reference to Regulated or Significant Trees is referred to for Accepted and Deemed to Satisfy Development. There is argument that to say that a development cannot be an Accepted Development or Deemed to Satisfy Development if tree damaging activity will occur. However the following are not considered tree damaging activity:

- Removal of up to 30% of the crown of the tree;
- Construction within the critical root zone; and
- Root damage.

Therefore this type of development can reduce the life span of the tree or increase its risk of causing damage to people and property. Both of these situations are likely to result in the removal of the tree.

Council recommends:

- Retention of the hierarchy between Regulated and Significant Trees with the latter having greater protection.
- Including additional policy in line with Council's current Development Plan policy.
- Stipulating that development cannot be Deemed to Satisfy (DTS) or Accepted when it is located within the Critical Root Zone of a Regulated or Significant tree.

Sloping Land

Administration flag more time is required to review this overlay.

State Heritage Place

Comments as per Character Area Overlay

Traffic Generating Development

PO 1.1

Development designed to minimise its potential impact on the safety, efficiency and functional performance of the state road network.

With regard to PO 1.1, this should apply to all development and should be replicated in the general policy section *Transport, Access and Parking General Policy*.

DTS/DPF 1.1

None are applicable.

PO 1.2

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

DTS/DPF 1.2

Development only has access directly from a Key Outback and Rural Route or Urban Traffic Route.

Regarding DTS/DPF 1.2 confirmation is sought to confirm whether Urban Traffic Route referred to is the same as a Major Urban Transport Route as shown on the overlay of the same name. This should apply to all development and be replicated in the general policy section *Transport, Access and Parking General Policy*. It is also noted that Major Traffic Routes Overlay does not include Richmond Road, Railway Terrace, Airport Road or James Congdon Drive and therefore do not match up with Traffic Generating Development Overlay in relation to access restrictions.

There appears to be discord between the spatial applications of some of the transport overlays with relevant policy contained within the overlays not necessarily being applicable to locations where it should be.

PO 1.3

Sufficient accessible on-site queuing provided to meet the needs of the development so that queues do not impact on the state road network.

DTS/DPF 1.3

Development only has access directly from a Key Outback and Rural Route, Major Urban Traffic Route or Urban Traffic Route.

Regarding DTS/DPF 1.3, it is queried how does this DTS/DPF satisfy the above PO 1.3? They use both major Urban and Urban Traffic Route, where is Urban Traffic route defined or shown on an overlay? Again querying should this be Urban Transport Routes Overlay?

Procedural Matters (PM)

Referrals		
Class of Development / Activity	Referral Body	Purpose of Referral

<p>Other than where all deemed-to-satisfy criteria for all policies relevant to this referral are met, development involving:</p> <p>(a) land division creating 50 or more additional allotments; or</p> <p>(b) commercial development with a gross floor area of 10,000m² or more; or</p> <p>(c) retail development with a gross floor area of 2,000m² or more; or</p>	<p>Commissioner of Highways</p>	<p>To provide expert technical assessment and direction to the Relevant Authority on the safe and efficient operation and management of all roads relevant to the Commissioner</p>
<p>(d) a warehouse or transport depot with a gross floor area of 8,000m² or more; or</p> <p>(e) industry with a gross floor area of 20,000m² or more; or</p> <p>(f) educational facilities with a capacity of 250 students or more; that is on, or is to be located within 250m of an Urban Traffic Route or a Major Urban Traffic Route.</p>		<p>of Highways as described in the Planning and Design Code.</p>

Query if points (b) and (c) above should be gross leasable floor area, gross floor area does not seem to be consistent language with terminology set in the *Administrative Definitions*.

Urban Transport Routes

Performance Outcomes and Deemed to Satisfy / Designated Performance Outcome Criteria

Seek consistency in use of terms e.g. Designated Performance Feature?

Access – Safe Entry and Exit (Traffic Flow)

PO 1.1

Access points designed to allow safe entry and exit to and from a site to meet the needs of development, to ensure traffic flow interference associated with access movements is minimised.

DTS/DPF

1.1

An access point is designed to ensure:

- a. *the following for the largest vehicle expected to access the site:*
 - (i) *entry and exit movements are left turn only;*
 - (ii) *access to and from the site is in a forward direction, with on-site manoeuvring available through circulation around the site of no more than a 3-point turn;*
 - (iii) *vehicles cross the property boundary at an angle between 70 and 90 degrees; and*
 - (iv) *access to and from the site fully within the kerbside lane of the road; and*

- b. *where the access point services, or is intended to service:*
- (i) *a single dwelling, the access point has a width of between 3m and 4m (measured at the site boundary); or*
 - (ii) *between 2 and 6 dwellings, the access point has a width of between 6m and 7m (measured at the site boundary); or*
 - (iii) *over 6 dwellings or any other non-residential land use, then:*
 - A. *where vehicles 6.4m or less are expected to access the site, the access point has a width of between 7m and 10m (measured at the site boundary); or*
 - B. *where vehicles between 6.4m and 8.8m in length are expected to access the site, the access point has a width of between 12m and 16m (measured at the site boundary); or*
 - C. *where vehicles up to 12.5m in length are expected to access the site, the access point has a width of between 16m and 22m (measured at the site boundary); and*
- c. *the access point is located 1m or more from any roadside infrastructure or trees.*

The following responses are provided to DTS/DPF 1.1:

- 1.1 a. (i)-(iv)- should this include the use of ands between criteria
- 1.1 a.(iv) Exiting vehicles have traditionally been permitted to use multiple lanes to exit, restricting to kerbside lane likely to be prohibitive
- 1.1 b. (iii) These all seem excessive and the urban design outcome of such wide accesses is against good practice. Pedestrian safety will also be an issue
- 1.1 b. (iii) A. This is considered excessive for the types of vehicles its servicing
- 1.1 b. (iii) C. Anything more than 12m in width we would like to see split driveways allowing pedestrian refuges
- 1.1 c. 1m insufficient for trees and more items need to be listed with more offsets, e.g. bus stop

Access – On-Site Queuing

PO 2.1

Sufficient accessible on-site queuing adjacent to access points is provided to meet the needs of development so that all vehicle queues are contained fully within the boundaries of the development site, to minimise interruption on the functional performance of the road and safe vehicle movement.

DTS/DPF 2.1

An access point:

- (a) *will not service, or is not intended to service, more than 6 dwellings and there are no internal driveways, intersections, car parking spaces or gates within 6.0m of the access point; or*
- (b) *will service development that will generate less than 60 vehicle movements per day; and*
 - (i) *where vehicles no greater than 6.4m in length are expected to access the site, there are no internal driveways, intersections, car parking spaces, car park isles or any other internal obstructions within 10.5m of the access point;*
 - (ii) *where vehicles between 6.4m and 8.8m in length are expected to access the site, there are no internal driveways, intersections, car parking spaces, car park isles or any other internal obstructions within 14.5m of the access point;*
 - (iii) *where vehicles no greater than 12.5m in length are expected to access the site, there are no internal driveways, intersections, car parking spaces, car park isles or any internal obstructions within 20m of the access point; or*
 - (iv) *where vehicles over 12.5m in length are expected to access the site, no Deemed-to-Satisfy Criteria applies.*

Definition for access point DTS/DPF 2.1, confirm difference between driveway/ access points, crossover and request consistency of language throughout the Code.

Inclusion of diagrams may be beneficial to illustrate the difference and intent.

DTS/DPF 2.1 b. it is queried whether this only represents non-residential and identify that this conflicts with 2.1 (a).

DTS/DPF 2.1 b. it is queried if this should read more than 60 vehicles movements per day

Access - Existing Access Point

PO 3.1

Existing access points designed to accommodate the type and volume of traffic likely to be generated by the development.

DTS/DPF 3.1

An existing access point:

- (a) *will not service and is not intended to service more than 6 dwellings; or*
- (b) *will service development that will not result in:*
 - (i) *an increase in traffic using an existing access point that is 10% greater than the traffic volumes using the existing access prior to the development or 60 vehicles per day (whichever is the lesser); or*
 - (ii) *a larger class of vehicle expected to access the site using the existing access.*

With regard to DTS/DPF 3.1, DTS condition relating to maximum size of vehicle allowed on site is sought.

Access – Location (Spacing)

PO 4.1

New access points are widely spaced apart from any existing access point or public road junction to not impede traffic flow and ensure safe and efficient road operating conditions.

DTS/DPF 4.1

Where access from an alternative local road at least 25m from the Urban Route is not available, and the access is not located on a Controlled Access Road, a new access point is:

- a. *not located on a section affected by double barrier lines between either edge of the access point; and*
- b. *at least the following distance from a public road junction, or terminating / merging lane on a public road:*
 - (a) *110 km/h road – 190m*
 - (b) *100 km/h road – 165m*
 - (c) *90 km/h road – 140m*
 - (d) *80 km/h road – 110m*
 - (e) *70 km/h road – 90m*
 - (f) *60 km/h road – 70m*
 - (g) *50km/h or less road – 50m; and*
- c. *at least the following distance from another private (non-public road) access point:*
 - (a) *110 km/h road – 130m*
 - (b) *100 km/h road – 105m*
 - (c) *90 km/h road – 85m*
 - (d) *80 km/h road – 70m*
 - (e) *70 km/h road – 55m*
 - (f) *60 km/h road – 40m*
 - (g) *50km/h or less road – 30m*

Comments regarding DTS/DPF 4.1 are as follows:

- Where is the definition for controlled access roads?
- What does the following mean? As per DTS/DPF 4.1 a. a section affected by double barrier lines between either edge of the access
- DTS/DPF 4.1 b. (e)-(g) seem excessive and won't allow much in the way of new access points. There would need to be local roads separate by in excess of 140m before a new access point is DTS
- DTS/DPF c. (e) and (f) are considered excessive

Access – Location (Sight Lines)

PO 5.1

Access points located and designed to ensure appropriate sight distances are provided so that drivers:

- (a) on the road approaching the access point are able to recognise the presence of the access point and/or see a vehicle turning into or out of the access point in time to slow down or stop in a safe and controlled manner; and*
- (b) exiting the access point onto the road can see approaching vehicles to avoid potential conflict.*

DTS/DPF 5.1

Drivers approaching or exiting a new access point have an unobstructed line of sight to or from the new access point in accordance with the following distances:

- (a) 110 km/h road – 325m*
- (b) 100 km/h road – 280m*
- (c) 90 km/h road – 240m*
- (d) 80 km/h road – 200m*
- (e) 70 km/h road – 165m*
- (f) 60 km/h road – 135m; and*
- (g) 50km/h or less road – 105m.*

General comments relating to DTS/DPF 5.1 include:

- Unobstructed seems harsh and may see the unnecessary removal of street trees
- Definition of obstruction is sought, as some engineers may not recognise street trees as an obstruction
- Suggest inclusion of a diagram to measure sightline

Procedural Matters (PM)

Referrals		
Class of Development / Activity	Referral Body	Purpose of Referral
<i>Except where all of the relevant deemed to-satisfy criteria are met, development (including the division of land) that:</i>	<i>Commissioner of Highways</i>	<i>To provide expert technical assessment and direction to the Relevant</i>

<p>(a) <i>creates a new access or junction; or</i> (b) <i>proposes either of the following (except where deemed to be minor in the opinion of the relevant authority):</i> (i) <i>alters an existing access or public road junction; or</i> (ii) <i>may change the nature of vehicular movements or increase the number or frequency of movements through an existing access; on an Urban Traffic Route road or within 25m of an intersection with such a road.</i></p>		<p><i>Authority on the safe and efficient operation and management of all roads relevant to the Commissioner of Highways as described in the Planning and Design Code.</i></p>
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With regard to the PM the following comments are provided:

- (b): the use of 'minor in the opinion of the relevant authority' seems dangerous and open to inconsistency in application. There needs to be guidance around this and it is suggested a practice direction may be necessary
- (b) (ii) use of may change is very subjective and is the Urban Traffic Route an Urban Transport Route?

Water Resources

What has informed the map related to this overlay? Needs review as it includes random Council drainage and sections of waterways are missing. Overall, this overlay appears to be written in a rural context- suggest including urban area POs and DTS/DPF

PO 1.5

Development that increases surface water run-off includes a suitably sized strip of vegetated land on each side of a watercourse to filter runoff so as to:

- (a) reduce the impacts on native aquatic ecosystems; and*
- (b) minimise soil loss eroding into the watercourse.*

DTS/DPF 1.5

A strip of land 20m or more wide measured from the top of existing banks on each side of the watercourse is free from development, livestock use and revegetated with locally indigenous vegetation.

How does DTS/DPF 1.5 apply in an urban context? Something more appropriate in an urban context for both PO and DTS/DPF is required to preserve offset of development from watercourses e.g. 10m from top of bank

PO 1.6

Development resulting in the depositing or placing of an object or solid material in a watercourse or lake only occurs where it involves:

- (a) *the construction of an erosion control structure;*
- (b) *devices or structures used to extract or regulate water flowing in a watercourse;*
- (c) *devices used for scientific purposes; or*
- (d) *the rehabilitation of watercourses.*

DTS/DPF 1.6

None are applicable.

Recommend an urban version of PO 1.6 reflecting a minimum 10m from top of bank

Procedural Matters (PM)

Referrals		
Class of Development / Activity	Referral Body	Purpose of Referral
None	None	None

Suggest reinstatement of referral to DEW for consideration of watercourse and banks as would otherwise be considered under "water affecting activities permits" (permit is currently not required when watercourse impact is included in a DA - this loophole should be captured).

Subzones:

It is considered that there has been a missed opportunity to utilise subzones to enhance and customise specific spatial locations in need of a more tailored set of policy. Additional subzones are required to capture important local content within the framework of more generic zones. Some suggested examples include Bulky Goods and Local Centre Zones being captured as a subzone.

Recommend further review of the implementation of subzones in locations requiring tailored policy to achieve the outcomes envisaged.

Hard Edged Built Form

Hard Edged Built Form and Soft Edged Built Form serve as an example of two of the subzones proposed for West Torrens. The aim of these subzones provide for setbacks or no setbacks within the Urban Corridor Zone rather than identify unique and additional land uses envisaged and built form and character.

Mixed Use Transition

Administration flag more time is required to review this subzone.

Soft Edged Landscaped

As per comments provided for Hard Edged Built Form Subzone.

Zone:

Commonwealth Facilities

Support the inclusion of the note highlighting that this Zone is subject to Commonwealth laws and where development may occur without the need for an approval under the *Planning, Development and Infrastructure Act 2013*. However, for persons referring to the Code, there is no information available to highlight:

- what land uses may be envisaged,
- the form and character and
- nothing to provide support or reinforcement of the Adelaide Airport as the international, national and regional gateway of South Australia.

The following are recommended:

- Provide adequate information about envisaged land uses, form and character.
- Reinforce and strengthen the importance of Adelaide Airport.

As a key neighbour, local government service provider, customer, stakeholder (and now lessee) of the Adelaide Airport, Council has long maintained an interest in the future plans for development of the airport site. In particular, Council seeks better integration between the Commonwealth legislation under which airport development is assessed and the state planning laws which determine land uses in surrounding areas.

The prominence of the Airport Precinct as a major economic and employment generator in the State continues to grow, and as such the flow on impacts to the surrounding road network and land uses become an increasing issue to manage. It currently employs more than 7,100 people on the airport and indirectly employs an additional 15,600, which is a total of more than 22,800 people. The benefits of having a major capital city airport so convenient to the city require potential impacts to be carefully balanced in order to 'future proof' the airport's location.

Recognising the important role that the Adelaide Airport has to play as a key employment precinct and premium piece of tourism and emergency services infrastructure also requires a balanced approach to accommodating the community expectations of liveability in residential areas affected by the airport's air and ground transport.

Community Facilities

This zone provides for a range of public and private community, educational, recreational and health care facilities. However, it has been chosen for a piece of land on Tapleys Hill

Road adjacent the Adelaide Airport (shown below). This land currently accommodates a swamp and land subject to flooding.



The infrastructure Zone is described in the SPC "Guide to the Draft Planning and Design Code" as:

The Infrastructure Zone provides for the protection, provision, maintenance and expansion of infrastructure services and facilities and supports ensuring that development, vehicular movements and infrastructure services and facilities manage environmental impacts.

Council suggests that Infrastructure Zone may be more appropriate.

Employment

Council questions the collapsing of industry hierarchy, which to an extent has provided a buffer between sensitive land uses and heavy industries. Policy contained within the draft Code attempts to rectify interface issues through the implementation of PO 1.2:

Development adjacent land in another zone used for or primarily accommodating residential development incorporates a range of low impact non-residential uses to mitigate adverse amenity and safety impacts on the adjoining zone.

This is coupled with a DTS/DPF which highlights more appropriate uses when adjacent a zone primarily accommodating residential development, although could be seen to conflict with the overall intent of the Zone.

A review of the desired outcomes appear to be shipbuilding centric at the detriment of the rest of State and it is queried how the proposed Employment Zone supports efficient movement of goods and materials on land in the vicinity of major transport infrastructure including airports and rail.

There does not appear to be a preferred location for Special Industry as it isn't envisaged in any zone, but is listed as restricted in others. The Code should provide more guidance around where and how this type of land use should be implemented.

On review of the Employment Zone, the following are recommended:

- Appropriate investigations and recommendations either be undertaken or be made available for review.
- A new zone which provides appropriate interface between sensitive land uses and heavy industry be implemented
- Review of restricted development is sought
- Implementation of adequate policy for special industry is sought
- Review of Desired Outcomes (DOs) be undertaken with adequate policy in place to strengthen and achieve DOs.
- Consider shipbuilding subzone to ensure that policy is adequate for this industry and that the focus of the zone is watered down for one very specific industry at the detriment of other wealth and employment generating business activities.

Australian Bureau of Statistics data indicates that small businesses continue to account for nearly 98% of all Australian businesses (based on the ABS definition of a small business: less than 20 FTE employees) and this high percentage also holds true in South Australia.

The proposed changes to Centre and Employment Zone policy could add pressure on small businesses (particularly independent retail operators) that currently service the day to day needs of residents, employees and visitors in the surrounding residential areas. Further research to justify any change is required to find an approach which balances the desires of larger corporations without unfairly disadvantaging small local businesses (particularly retail operators) by ignoring the level of investment small businesses have already committed.

Retaining the Bulky Goods Zone (or an equivalent sub-zone) and the Centre Zones hierarchy would send a clear message to the market that small business will be encouraged and protected in South Australia. This has the effect of encouraging innovation that might not otherwise be possible.

Without any justification or researched evidence to the contrary, the alternative proposed will lead to a market-led approach whereby big businesses and small businesses compete for land in the generic Employment Zone, which is likely to be to the detriment of small business. This may mean that the South Australian economy becomes more exposed to external economic factors- with jobs jeopardised at the whim of corporate entity decision-making processes.

General Neighbourhood

See *Zone Corrections and Technical + Numeric Variations (TNVs)* response as previously submitted Draft Planning + Design Code Consultation Response One (**Attachment Four**).

See *Neighbourhood Zone* response as previously submitted Draft Planning + Design Code Consultation Response Two (**Attachment Five**).

Further to the above, it is sought that DTS/DPF 2.1 include more clarity around handle width and inclusion of landscaping strip e.g. a driveway width of 3-3.5m and landscaping established either side

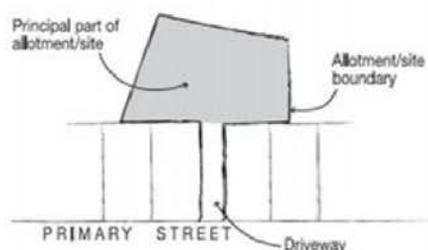
Battle-axe subdivision

The Code opens up the potential of battle-axe subdivision more than is currently available in the City of West Torrens Development Plan. This is of concern, particularly for the Low Density Policy Area 20 and 21 where the Desired Character specifically states that battle-axe subdivision would not occur. This was primarily to retain allotment pattern, ensure privacy, maintain the streetscape and minimise bulk and scale impacts.

Whilst the minimum driveway width being proposed in the Code is supported due to its widening area and ability to accommodate landscaping, this does not go far enough to resolve the many other issues that arise from battle-axe development.

The draft Code has defined battle-axe as follows:

Means an allotment or site that comprises—
(a) a driveway or 'handle' (and any related open space) that leads back from a road to the balance of the allotment or site; and
(b) a balance of the allotment or site that is the principal part of the allotment or site and that does not have a boundary with a road.



Note: Battle-axe allotments are often referred to as 'hammerhead' or 'flagpole' allotments.

Battle-axe site areas

The code states that battle-axe allotments should have an area (not including the 'handle') the same as that as the relevant minimum for the zone it is located in. Council administration consider this to be insufficient as it fails to recognise the additional demands placed upon a battle-axe allotment.

The most space consuming element is the vehicle manoeuvring area and visitor carpark. By their very nature, battle-axe allotments have a long driveway which leads to the remainder or 'bulb' of the allotment. These driveways are often in the realm of 25-40m in length. Without a manoeuvring area, vehicles will have to reverse all this way and then exit out onto a public road often with reduced visibility because there is a fence on either side of the driveway.

Vehicles should and currently are made to enter and exit the site in a forward direction. This requires a manoeuvring area at the end of the driveway normally in the form 'y' or 't' shape. A visitor carpark can make up part of this area, but only if it too can exit the site in a forward direction.

A carpark uses 13.5m² and a typical 't' manoeuvring area uses approximately 70m²

When considering the minimum site area (300m²) for a battle-axe allotment in The Code, a number of other undevelopable areas need to be considered:

POS = 60m²

Landscaping = 21m²

Bin storage area = 3m²

Area between dwelling and side boundary = 0.9 x 10m = 9m²

Total of undevelopable area = 163m²

This means that there is only approximately 137m² left to build a house. This restricted area will push developers to build up in order to achieve a suitable floor area. An argument could be posed that developers will not subdivide unless they have enough room, but in response to this we note that many home owners see a battle-axe subdivision as a method of making money and have little to no intention of developing it themselves. This creates vacant allotments which entry home buyers can afford and then choose to develop.

A minimum site area of 450m² not including the handle should be applied to all battle-axe allotments.

Vehicle manoeuvring for battle-axe allotments

As described above, vehicles accessing the site should be able to enter and exit in a forward direction. Apart from the obvious safety issues, there is also a convenience concern. If it is not convenient for someone to reverse out of a 20m+ driveway, then they are unlikely to use it. As a result, this puts additional pressure on on-street parking.

The vehicle manoeuvring area itself should be conveniently accessible and support a maximum three point turn. Any more and it will begin to create noise issues for adjoining residents as well as being less likely to be used.

Two storey dwellings on battle-axe allotments

Currently The Code does not seek to limit the highest of dwellings on battle-axe allotments any further than a regular allotment. This is not currently the case with the Development Plan calling for only single storey development to occur on battle-axe allotments. Like all provisions of the Development plan, it is not a hard and fast rule and there may be examples of where it has occurred. These should not set the standard but rather guide as to when it may be appropriate.

Overlooking on battle-axe allotments

An important consideration for two storey dwellings on battle-axe allotments is overlooking potential. Currently the Development Plan calls for windows to be obscured to a minimum height of 1.7m. The Code seeks to reduce this to 1.5m, which will bring it in line with current complying development.

According to firstinarchitecture.co.uk, the average female eye height is 1.5m and the average male eye height is 1.6m. This means that the average person will be able to stand at their window and look into a neighbouring property if it is obscured to a height of 1.5.

If two storey dwellings are allowed to be built on battle-axe allotments, then obscured glazing to be retained to a height of 1.7m above the floor level.

Overshadowing from battle-axe allotments

Overshadowing can occur on any allotment, however it is more likely to impact POS and living areas of adjacent dwellings if it is built on a battle-axe allotment. The proposed setbacks of The Code will add further potential for overshadowing to occur.

Currently in the Residential Policy areas 20 & 21, there is a minimum upper level rear setback of 8m. These policy areas are shown to transition to the General Neighbourhood zone that will be deemed to satisfy if the upper level has a rear setbacks of 5m.

Depending on the size of the adjoining allotments, the shadow from a two storey dwelling on battle-axe allotment could completely overshadow a neighbouring yard.

Bulk and scale of development on battle-axe allotments

A common complaint from residents adjoining a two storey dwelling on a battle-axe allotment is the visual bulk and scale of the building compared to its surroundings. In areas with an established and traditional allotment pattern, POS is usually found at the rear of the dwelling. With rear yards grouped together, there is considerable separation between the rear façades of dwellings that provides a sense of space and openness. A two storey dwelling located in what used to be a backyard, will cause a significant change to this view and create a sense of enclosure.

A single storey dwelling will still have an impact, but it will not be to the same extent. It is also more possible to screen the dwelling with vegetation.

Density and battle-axe allotments

It is generally accepted that as a metropolitan area we need to consolidate rather than continue to spread out. However, increased density can be achieved in a variety of other ways that do not involve battle-axe subdivision.

Streetscape and battle-axe development

An argument for battle-axe subdivision is that it allows the existing dwelling to be retained and therefore the streetscape as a whole. However, this fails to recognise the additional crossovers and driveways and loss of vegetation from both large private yards and street trees.

Most dwellings have one driveway each which takes up a small proportion of the frontage width. By doubling the amount of driveways it has a corresponding effect on the ratio between frontage and driveway. As reasonably expected, the driveways leading to the battle-axe allotment are fenced on each side and where vegetated are done with minimal landscaping. This creates a hard surface corridor visible from the public realm and adjoining dwellings. Whilst The Code is seeking to create additional space for landscaping (1m either side of driveway) there is limited species that can flourish in such an environment and still provide a positive amenity.

Additional crossovers also create potential for conflict between them and existing street trees. Council's arborist usually require a two metre setback between crossovers and street trees, stormwater disposal points etc. They also call for crossovers to be setback from street signs, intersections, stobie poles etc. This starts to limit where a crossover can be located. More often than not it is the street tree which succumbs and needs to be removed.

When a large rear yard is divided off, this is also often the location of the larger mature trees which have been given the opportunity to grow. These trees are then removed in order to make way for the dwelling or are considered too dangerous to be located in close proximity to a dwelling. This loss of tree canopy is not as likely in regular side by side division as many of these rear yards can still accommodate the existing trees.

Although one or two on a street may not be too concerning, numerous examples of this type of development will completely alter the streetscape and character of the area.

Housing Diversity Neighbourhood

As per the previously submitted response to the Draft Code Consultation (**Attachment Four**, and further to general comments regarding the suite of Neighbourhood Zones (**Attachment Four and Five**), the following comments are reiterated:

It is unclear why Residential Zone, Policy Area 23 (PA 23) has been proposed to change to the Housing Diversity Neighbourhood Zone when all other Character Policy Areas are proposed to transition to the Suburban Neighbourhood Zone. The density proposed in the Housing Diversity Zone is at odds with that currently contained within the Development Plan for PA 23.

The Suburban Neighbourhood Zone with additional support of a Character Area Statement is considered more appropriate and enables relevant TNV parameters to be applied.

Infrastructure

It is requested for the inclusion of TNV regarding building height, e.g. maximum of 12.0 metres.

Infrastructure (Ferry and Marina Facilities)

The current policy for the Coastal Marina Zone envisages and supports recreation and tourist land uses. The proposed transition of this Zone to the Infrastructure (Ferry and Marina Facilities) does not appear to support these types of land uses.



Recommend the implementation of a sub zone supporting recreation and tourist land uses be drafted and implemented.

Open Space

Further to Consultation Response One already provided (**Attachment Four**), the following comments are made:

- Query DTS/DPF 2.2 and the need for parameters to be placed on playgrounds, not previously provided for in the Development Plan
- Land uses sought (office, shop etc) that have previously been non-complying within the Development Plan with some exceptions.

Recreation

Previously discussed in Council's response one (**Attachment Four**).

Suburban Activity Centre

Collapsing of Centre Zones

In the current system and within West Torrens, there are three different centre zones. The table below identifies the centres relevant to West Torrens and provides a brief description of how they fit in the hierarchy

Local Centre	This is the smallest scale centre zone, generally envisaged to accommodate land uses like the local deli, hairdressers and fish and chip shop at a primarily pedestrian scale. (Example: group of shops located on the corner of Henley Beach Road and Huntington Ave, Fulham)
Neighbourhood Centre	This is a larger scale version of the Local Centre Zone and will accommodate more of the same but at a greater intensity, sometimes incorporating a larger supermarket chain. This is often also where civic buildings such as a library will be located. (Example: Council's Civic Centre collocated with Hilton Plaza)
District Centre	A District Centre Zone draws patronage from a larger catchment. (Example: Brickworks Market)

All of the above centre zones have now been converted to the Suburban Activity Centre Zone within the Code. DPTI have not provided any justification or research to support this approach.

This is concerning as the provisions in relation to land use, building height and scale will be the same whether you are considering the Brickworks Market or the local corner shops. This seems unreasonable and will likely encourage inappropriate development, especially in the current Local Centre Zones where built form and land uses are of a lower intensity. Local Centre Zones are most commonly found in residential areas and as such reflect the residential character of their locality in terms of bulk, scale and character.

Some critical points forming policy of the Suburban Activity Centre Zone are as follows:

- Residential development is encouraged as long as it is part of a mixed use development and has a density greater than 35 dwellings per hectare;
- Bulky goods outlets are encouraged;
- Buildings can be up to 6 storeys in height (except where a TNV specifies otherwise and TNV is captured by reference within policy);

- Advertisements are encouraged up to 8m height, and each sign face does not exceed 6m²

All of the above points are likely to be unsuitable in areas currently zoned Local Centre Zone. This type of development would be more suited to a Neighbourhood or District Centre, but the draft Code provides no differentiation.

Council recommends DPTI drafts a subzone identifying appropriate envisaged land uses and scale for existing Local Centre Zone.

Suburban Employment

Loss of Bulky Goods Zone

The City of West Torrens Development Plan identifies a large portion of land, currently known as the Mile End Home Maker Centre, as the Bulky Goods Zone. This zone supports activities which require large buildings and convenient loading areas to accommodate their products. These activities often struggle to find suitable locations to operate because of their unique attributes. This explains why bulky goods activities are often found in or on the periphery of industrial areas.

There is no evidence to suggest that the current Bulky Goods Zone requires changes and therefore should be protected until adequate research identifying data to the contrary. The Code seeks to change this area to the Employment Zone. While bulky goods can occur in the proposed Employment Zone, other land uses such as shops up to 500m² and industry are also encouraged. By allowing the 500m² shops to infiltrate this area, it is likely to encourage the division of current large floor areas utilised by bulky goods tenancies into multiple tenancies as the return will likely be greater. Shops are likely to also be wanting to leverage the existing customer base created by this specialised location.

Bulky goods retailers will then be looking for alternative locations, which may or may not be located within West Torrens and may be in an area less suitable due to their specialised requirements.

General comments include:

- ensuring that images are of a size that is legible (see DTS/DPF 3.5 and 3.6),
- what is meant by -1m as seen in landscaping DTS/DPF 5.1 a.?

Council recommends that SPC be requested to create a subzone within the Employment Zone which specifically envisages and protects the Bulky goods land uses.

Suburban Neighbourhood

Please see earlier responses which discuss proposed Suburban Neighbourhood Zone (**Attachment Four and Five**).

Urban Corridor (Boulevard), Urban Corridor (Business), Urban Corridor (Living), Urban Corridor (Main Street)

A comprehensive review of the Urban Corridor Zones is yet to be fully completed, however some initial comments are below.

Policy from Prospect

It is noted that there is a variance in policy from the current Urban Corridor provisions to that of the Code. It appears that the more lenient policy has been adopted from the recent Prospect DPA. It should be recognised that this DPA was contextual in nature derived from development, sites and expectation from the Prospect area. The building envelope provisions are the most evident change and it is argued that what is suitable in Prospect (smaller and east/west oriented allotments) will not be as suitable along the arterials roads in West Torrens.

Deemed to Satisfy

It has been observed that dwellings constructed by Housing SA or in conjunction with another party, will be DTS within the Urban Corridor Zones. This is concerning as it does not seek to restrict the types of dwellings in line with the Desired Objective of the Zone.

DO 1

Buildings that achieve a consistent, tall, uniform facade to frame the primary road corridor generally

well set back with areas of significant open space. Buildings accommodate a mix of compatible

residential and non-residential uses including contain small scale shops and mixed business

development at ground and lower floor levels with residential land uses above.

It is noted that none of the zone provisions are to be considered when assessing a DTS Housing SA application. This seems like it could be a mistake but if it is not, Council strongly recommends that relevant policy relating to the Urban Corridor Zone be considered. It would undermine the intent of the zone to allow a detached or group dwellings in an area intended to accommodate up to 8 storey development. Council Administration believe that leaving it up to market demand is unsatisfactory and creates a tiered and inconsistent planning system.

Whilst it might not be the case across South Australia, within the West Torren LGA an advertisement will never be able to be a DTS development. This is because one of the requirements of Advertising to be DTS, is that it is not located in an area covered by the Affordable Housing Overlay. The Affordable Housing Overlay covers all of the Urban Corridor Zone within West Torrens LGA.

Development types

An apartment is listed in the assessment tables as well as being an envisaged development type. As briefly mentioned in the definitions section of the report, this is not a defined term and the ordinary meaning would be considered a Residential Flat building. However in this context it has been mentioned in the singular suggesting that an apartment can be built by itself. If this is the case then clarification as to how this is different to a detached or group dwelling should be made. If an apartment is part of a residential flat building it is questioned why these types of development have been identified separately within the assessment tables and envisaged development list.

A child care centre has been specifically listed in the assessment tables as a type of development, however a child care centre is a derivative of a pre-school which has been

defined in the Land use definition section of the Code. This may be a mistake and pre-school should be listed instead of child care centre, but in case it is not, the Code should provide reasoning or a definition explaining how they are different.

There are developments listed as envisaged within the zone but are not given their own section within the development assessment table, for example a retail fuel outlet. It is considered that all development listed as envisaged should be listed in the assessment tables as they are considered to be both expected and frequently occurring. It would make sense that development neither envisaged nor restricted are those which are assessed against any relevant provision.

Also mentioned in the Definitions section of this report, there are two similar terms listed as envisaged development (licensed premises and licensed entertainment premises) but neither of them are defined or have an ordinary meaning. As they have been listed separately it is assumed that they are separate and distinct from one another. Unfortunately there is no further guidance provided by PO, DTS or DPF provisions. If these terms are not defined by the Definitions, then additional guidance is necessary in the zones of which they are envisaged.

The Urban Corridor Zones also refer to a restaurant separately to a shop. It is noted that a restaurant is a derivative of a shop as defined in the Code. There seems to be an inconsistent approach to how a restaurant is referred to which creates confusion around which provisions are relevant. For example PO 1.5 of the Urban Corridor (Business) Zone both shop and restaurant are mentioned, however in PO1.4 only shop is. Does this mean that PO 1.4 doesn't apply to a restaurant or it still does because of the definition of shop? Council administration believe that shop and restaurant should be defined separately as they have different impacts which is reflected by the way that the Code refers to them (i.e. restricted development table).

Built form

This zone, like several others, has established a variety of floor caps which are used to determine whether they are envisaged, restricted or require public notification. These numbers seem generalised and appear not to reflect local context. It is requested that some evidence based research be provided to justify these floor areas caps as would be necessary if Council undertook a Development Plan Amendment (DPA). The provisions around floor area caps are also considered to be inadequate to consider a development such as a restaurant. Further to the previous issue raised around inconsistency of using terms shop and restaurant, it is unclear whether a restaurant should apply with the floor area cap described by a provision that only refers to a shop (e.g. PO1.2 Urban Corridor (Boulevard) Zone). Also restaurant is not specifically described in the Procedural Matters table, only shop. Will a restaurant with a floor area exceeding PO1.2 need notification?

The current City of West Torrens Development Plan calls for a minimum floor to ceiling height of the ground floor to be 4.5m. This was to allow for land use adaptability when reusing the site. The Code appears to have reduced this ground to floor ceiling height by 1 metre, however no justification for this change has been provided. It is requested that SPC provide justification via evidence based research for this change before local government is able to make further comment.

Building interface

The Building interface height provisions within the Urban Corridor Zones appear to continue to allow for drastic differences in height, bulk and scale in a way that is detrimental to the

adjoining low scale residential areas. This is especially prevalent adjacent Character Policy Areas where the difference in height can be up to 7 storeys. The current provisions seek to reduce building height where it adjoins a rear or side boundary and is directly adjacent a residential zone. The issue is that in several situations this provision is not relevant, such as:

- a) where a building's primary frontage addresses a road adjacent a residential area (image a); or
- b) where there is an allotment between the building and a neighbouring residential zone (image b).

The intention behind the building height policy is sound as it seeks to reduce the bulk and scale and subsequent effects from detrimentally impacting on a neighbouring residential zone. However, its scope needs to be broadened in order to capture any development likely to be impacted in this way.

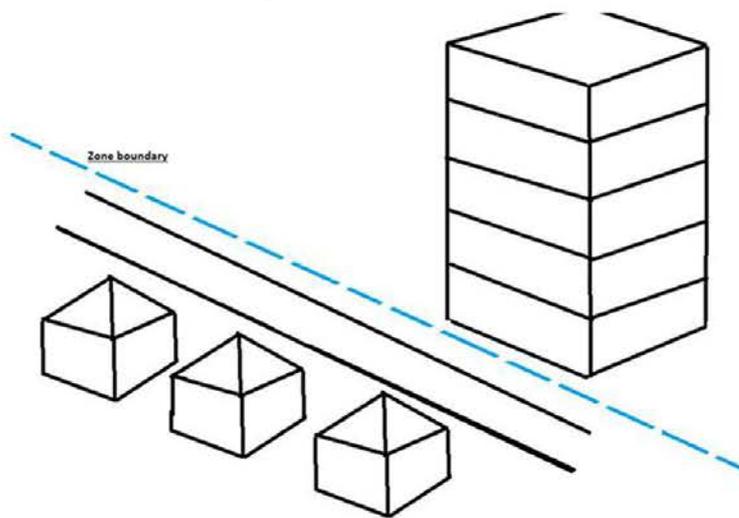


Image A

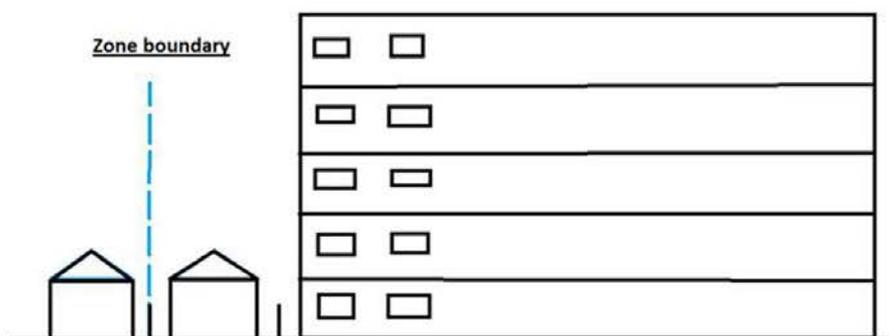


Image B

Council's preference would be to add TNV's to limit the building heights of buildings within the URC zone within 60m (in line with the adjacent land definition) or a residential zone to 3 storeys. In the event that this is not possible then the building height interface provisions should apply from the zone boundary irrespective of the buildings orientation of whether it immediately adjoins a residential zone.

Council recognises that the proposed range of Urban Corridor Zones are essentially the same as the existing Development Plan. This includes their liberal scope for expansive non-residential and retail land uses.

However there are aspects of concern and matters that can be rectified as part of this planning reform, such as:

- public notification of multistorey dwelling adjacent/ close proximity to neighbourhood zones
- the building height interface provisions
- clarification of car parking requirements
- less emphasis on non-residential ground floor development where the site does not address an arterial or collector road.

Car parking in Designated Areas

Please see Transport Access and Parking General Policy for discussion around car parking.

Public notification

Currently an 8 storey building can be built adjacent a residential zone without the need for public notification. This is only triggered if the development is proposed to exceed the maximum height (e.g. 8 storeys). This has caused much angst in the community and is of particular interest to Elected Members.

Upon release of the P&D Code it appeared that where adjacent land (land within 60m of the subject site) is in a different zone that it would trigger notification. This is supported by Council, However the Code update Report has indicated a significant change to Public notification, and no detail has been provided. Council strongly supports that the initial approach is retained and any land in a different zone, which is within 60m of the subject site, triggers the public notification process.

Urban Renewal Neighbourhood

See Neighbourhood Zone response as previously submitted in Response Two (**Attachment Five**).

General Policy:

Advertisements General Policy

New provisions appear to disregard trees. Suggest reintroducing the following PDC from Council's Development Plan as a PO:

Advertisements and/or advertising hoarding should be sited to avoid damage to, or pruning or lopping of, on-site landscaping or street trees

There appears to be a shift from advertisements being limited to information relating to the legitimate use of the associated land (West Torrens Development Plan) to advertisements primarily limited to information relating to the lawful use of the land they are located on (Draft Planning and Design Code). More policy on how to deal with third party advertising is sought.

Policy for advertising within the Neighbourhood Zones is sought. Currently advertising within a residential zone is often non-complying, however falling back onto the general provisions within the Code as they relate to the Zones and general policy appears to be open to an increase in signage. Likewise, there is no maximum advertisement area for neighbourhood zones, and not enough policy in the neighbourhood zones to control it.

Policy for flags, bunting and streamers currently found in City of West Torrens Development Plan is not found within the Draft Planning and Design Code. It is suggested this policy be included.

Animal Keeping and Horse Keeping General Policy

DTS/DPF 2.2 states none are applicable and then provides conflicting/additional information (see below):

DTS/DPF 2.2

None are applicable

Stables, horse shelters and/or associated yards sited in accordance with the following:

- a) 30m or more from any sensitive receivers or approved sensitive receivers on land in other ownership;
- b) where an adjacent allotment is vacant and in other ownership, 30m or more from the boundary of that allotment.

The following points are also identified:

- PO 2.3 is under Horse Keeping heading, however also references kennelling. It is suggested that this be brought to the general section of animal keeping.
- Doggy day cares are becoming more prevalent, it is requested that there be some specific policy to help guide assessment. It is noted that doggy day care is not a kennel (see definition of intensive animal keeping and case law), although it has similar impacts.
- PO 3.3 and associated DTS/DPF change nature of previous PDC, kennels should only occur where there is a permanently occupied dwelling on the land. Would like more information supporting change proposed by Code.
- It is becoming popular to keep non-traditional domestic pets such as pigs, goats, llamas. Suggest additional policy to provide for assessment of these animals in domestic setting. Applications to keep these animals often come after they have been living on site. These are generally retrospective applications, resulting from a complaint and can be difficult to deal with under the *Local Nuisance and Litter Control Act 2016*.

Aquaculture General Policy

Administration flag more time is required to review this general policy.

Beverage Production in Rural Areas General Policy

Not applicable

Bulk Handling and Storage Facilities General Policy

Administration flag more time is required to review this general policy. Noting, the policy has not been reviewed in great detail, but interim comments include:

- PO 2.2 suggest amending to: **Bulk handling and storage facilities incorporate landscaping to assist with screening and dust filtration and to contribute to tree canopy cover throughout metro Adelaide.**

Clearance from Overhead Powerlines General Policy

Suggest that the appropriate documents from Office of Technical Regulator is referred to here. Building Safely near Powerlines:

https://www.sa.gov.au/_data/assets/pdf_file/0003/18606/150513-Building-safely-near-powerlines-web.pdf

Design in Rural Areas General Policy

Not applicable

Design in Urban Areas General Policy

The following comments are made following the related provisions of the draft Code:

All Development

PO 1.1

Buildings that reinforce corners through changes in setback, articulation, materials, colour and massing (including height, width, bulk, roof form and slope).

DTS 1.1

None are applicable.

It is not understood what the intention behind this provision is. If it is to seek that a building address both street frontages then it should be written as such. The provision is even more difficult to interpret because there has been no DTS way suggested for satisfying it.

PO 1.2

Where zero or minor setbacks are desirable, development provides shelter over footpaths to positively contribute to the walkability and comfort of the public realm.

DTS 1.2

None are applicable.

This should be made clearer in that it relates to zero or minor setbacks from the front boundary. It is difficult to see how this would apply to development such as dwellings, garages, verandahs etc. It is expected that it only applies to commercial or mixed use development.

PO 1.3

Buildings (other than ancillary buildings, group dwellings or buildings on a battle-axe allotment) designed so the main façade faces the primary street frontage of the land on which they are situated.

DTS 1.3

None are applicable.

This is a design technique that is supported and is found in the current Development Plan provisions. A DTS should be provided along the lines of "The front door and at least one habitable room window address the primary street"

PO 1.4

Plant, exhaust and intake vents and other technical equipment integrated into the building design to minimise visibility from the public realm and negative impacts on residential amenity by:

- (a) positioning plant and equipment discretely, in unobtrusive locations as viewed from public roads and spaces;*
- (b) screening rooftop plant and equipment from view; and*
- (c) when located on the roof of non-residential development, locating the plant and equipment as far as practicable from adjacent sensitive land uses.*

DTS / DPF 1.4

Development does not incorporate any structures that protrude beyond the roofline.

This is a common sense provision and is supported. The DTS is concerning though as it is arguable that plant, exhaust and intake vents are not structures. If this is clearly accepted, then the DTS does not apply to the provision.

PO 1.5

The negative visual impact of outdoor storage, waste management, loading and service areas is minimised by integrating them into the building design and screening them from public view (such as fencing, landscaping and built form) taking into account the form of development contemplated in the relevant zone.

DTS 1.5

None are applicable.

This is supported.

PO 2.1

Development maximises opportunities for passive surveillance of the public realm by providing clear lines of sight, appropriate lighting and the use of visually permeable screening wherever practicable.

DTS 2.1

None are applicable.

This is a Crime Prevention Through Environmental Design principle and is supported.

PO 2.2

Development designed to differentiate public, communal and private areas.

DTS 2.2

None are applicable.

In some instances this might be a good idea, however it is going away from current design practises which try and integrate and blur the lines between private and public space. In a residential context, this may be seen as supporting front fences, which is not always something that should be encouraged (i.e. Novar Gardens)

PO 2.3

Buildings designed with safe, perceptible and direct access from public street frontages and vehicle parking areas.

DTS 2.3

None are applicable.

This is a Crime Prevention Through Environmental Design principle and is supported.

PO 2.4

Development at street level designed to maximise opportunities for passive surveillance of adjacent public realm.

DTS 2.4

None are applicable.

This is a Crime Prevention Through Environmental Design principle and is supported.

PO 2.5

Common areas and entry points of buildings (such as the foyer areas of residential buildings), and non-residential land uses at street level, maximise passive surveillance from the public realm to the inside of the building at night.

DTS 2.5

None are applicable.

This is a Crime Prevention Through Environmental Design principle and is supported.

PO 3.1

Landscaped (including trees), permeable open spaces incorporated to:

- (a) minimise heat absorption and reflection;
- (b) maximise shade and shelter;
- (c) maximise stormwater infiltration; and
- (d) enhance the appearance of land and streetscapes.

DTS 3.1

None are applicable.

It is disappointing that this is the only landscaping provision in the Design in Urban area section which applies to all development. There are no benchmarks or standards which should be met and therefore difficult to request an applicant to deal with, it is strongly recommended that the considerations in PO 3.1 (a)-(d) be strengthened with DTS/DPF.

PO 4.1

Buildings sited, oriented and designed to maximise natural sunlight access and ventilation to main activity areas, habitable rooms, common areas and open spaces.

DTS 4.1

None are applicable.

This is a good provision and will help stop issues such as western facing windows and overshadowing of POS.

PO 4.2

Buildings sited and designed to maximise passive environmental performance and minimise energy consumption and reliance on mechanical systems, such as heating and cooling.

DTS 4.2

None are applicable.

This provision could be combined with the one above as they basically call for the same thing.

PO 4.3

Buildings incorporate climate responsive techniques and features such as building and window orientation, use of eaves, verandahs and shading structures, water harvesting, at ground landscaping, green walls, green roofs and photovoltaic cells.

DTS 4.3

None are applicable.

The first part of this provision repeats the two above it, but the rest is new and highly relevant. As much sense as this provision makes, it is hard to enforce these types of design features if the applicant does not want to do them, or wants to do them at a later point.

PO 5.1

Development sited and designed to maintain natural hydrological systems without negatively impacting:

- (a) the quantity and quality of surface and groundwater;*
- (b) the depth and directional flow of surface and groundwater; or*
- (c) the quality and function of natural springs.*

DTS 5.1

None are applicable.

This is the only provision that applies to all development in the Design in Urban Areas Overlay in relation to water sensitive design. This is considered insufficient and could easily be bolstered with provisions that talk to the following POs:

- Development should be designed to maximise conservation, minimise consumption and encourage re-use of water resources.
- Development should include stormwater management systems to mitigate peak flows and manage the rate and duration of stormwater discharges from the site to ensure the carrying capacities of downstream systems are not overloaded.
- Stormwater management systems should preserve natural drainage systems, including the associated environmental flows.
- On site detention and retention of stormwater should be sited away from areas where site contamination has occurred.

On further consideration, there are number of POs placed under specific development types that should apply to all development and be captured within this section.

This provision should be made more specific, the PO reads like a Desired Outcome. Furthermore, in a City of West Torrens context, there are many dwellings being built in a flood plain and as a result need to have the site level raised. This in turn has an impact on flood water and where it travels. Whilst it is assumed that this provision speaks more to creeks etc., it is not clear. Suggestions to enhance PO 5.1 include:

- 5.1(a) inclusion of volume
- 5.1(b) removal of or
- Inclusion of the following as dot points
 - (d) Seek opportunities to make beneficial use of stormwater, generated by or passing through a site.
 - (e) Protect and enhance natural water flows.
 - (f) Prevent soil erosion.

PO 6.1

Development facing the street designed to minimise the negative impacts of any semi-basement and under-croft car parking on streetscapes.

DTS/DPF 6.1

The protrusion of semi-basement and undercroft car parking structures does not exceed 1.2m above finished ground level and is screened through appropriate plantings, except in a location or zone where a continuous ground floor façade aligned with the front property boundary is desired.

This provision could not be used if the site is located in a flood prone area, although it does not recognise this.

PO 6.2

Vehicle parking areas appropriately located, designed and constructed to minimise impacts on adjacent sensitive receivers through measures such as ensuring they are attractively developed and landscaped, screen fenced, and the like.

DTS 6.2

None are applicable.

It would be nice to see vegetation also considered when design vehicle manoeuvring areas.

PO 6.3

Pedestrian connections that are safe, legible, direct and accessible are provided between parking areas and the development.

DTS 6.3

None are applicable.

No concerns, only likely to apply to commercial development

Street level vehicle parking areas that are open to the sky are landscaped to provide shade and reduce solar heat absorption and reflection.

DTS / DPF 6.4

Vehicle parking areas that are open to the sky and comprise 10 or more car parking spaces include a shade tree with a mature canopy of 4m diameter spaced for each 10 car parking spaces provided and a landscaped strip on any road frontage of a minimum dimension of 1m.

One per 10 carparks is not considered sufficient, this should be altered to 1 per 4 spaces or more information around how this new reduced parking requirement was derived. One tree with a 4m spread will only cover about 12.5m², whereas a carpark accommodating 10 car parks and manoeuvring area is at least 233m² in area.

PO 6.5

Vehicle parking areas are landscaped along public frontages, allotment boundaries and between double rows of parking spaces.

DTS / DPF 6.5

Vehicle parking areas comprising 10 or more car parking spaces contain a vegetated landscaped strip of a minimum dimension of:

- (a) 1m along all public road frontages and allotment boundaries; and*
- (b) 0.6m between double rows of car parking spaces.*

This should apply to all carparks, not just those that accommodate more than 10 carparks. Where have the figures contained within DTS/DPF 6.5 (a) and (b) come from?

PO 6.6

Vehicle parking areas and associated driveways are landscaped to shade and positively contribute to amenity.

DTS 6.6

None are applicable.

This is a good provision but there should be more detail about how this can be achieved. It is difficult to provide sufficient space to allow vegetation of a size and size that would provide shade, especially along driveways.

PO 6.7

Vehicle parking areas and accessways incorporate integrated stormwater management techniques such as permeable or porous surfaces, infiltration systems, drainage swales or rain gardens that integrate with landscaping requirements.

DTS 6.7

None are applicable.

This is supported

PO 7.1

Development, including any associated driveways and access tracks, minimises the need for earthworks to limit disturbance to natural topography.

DTS / DPF 7.1

Development does not involve either:

- (a) excavation exceeding a vertical height of 1m;*
- (b) filling exceeding a vertical height of 1m; or*
- (c) a total combined excavation and filling vertical height of 2m or more.*

This does not work with flood prone areas as our engineers are not inclined to support alternatives such as sump and pump due to the possibility of failure and potential damage.

PO 8.1

Fences, walls and retaining walls of sufficient height to maintain privacy and security without unreasonably impacting visual amenity and adjoining land's access to sunlight.

DTS 8.1

None are applicable.

This is a reasonable provision however some more guidance around what would be DTS would be nice. It is noted that up to 2.1m fences and retaining wall are not development. For consistency sake a figure say, 2.4m could be considered DTS.

PO 8.2

Landscaping incorporated on the low side of retaining walls that are visible from public roads and public open space to minimise visual impacts.

DTS / DPF 8.2

A vegetated landscaped strip 500mm deep or more is provided against the low side of a retaining wall.

This is supported, although would like to know reasoning for this measurement.

PO 10.1

Development facing a street provides a well landscaped area that contains a deep soil space to accommodate a tree of a species and size adequate to provide shade, contribute to tree canopy targets and soften the appearance of buildings.

DTS / DPF 10.1

Buildings provide a 4m by 4m deep soil space in front of the building to accommodate a medium to large tree, except where no building setback from front property boundaries is desired and then this soil space is to be provided to the side or rear of the building.

Inclusion of additional wording as highlighted in red above (see DTS/DPF 10.1)

PO 10.2

Deep soil zones provided to retain existing vegetation or provide areas that can accommodate new deep root vegetation, including tall trees with large canopies to provide shade and soften the appearance of multi storey buildings.

DTS / DPF 10.2

Multi-storey development provides deep soil zones and incorporate trees at not less than the following rates, except in a location or zone where full site coverage is desired:

Site-area	Minimum-deep-soil-area	Minimum-dimension	Tree/-deep-soil-zones
< 300m ²	10m ²	1.5m	1-small-tree/-10m ² -deep-soil
300-1500m ²	7%·site-area	3m	1-medium-tree/-30m ² -deep-soil
> 1500m ²	7%·site-area	6m	1-large-or-medium-tree/-60m ² -deep-soil
Tree-size-and-site-area-definitions			
Small-tree	4-6m-mature-height-and-<4m-canopy-spread		
Medium-tree	6-12m-mature-height-and-4-8m-canopy-spread		
Large-tree	12m-mature-height-and->8m-canopy-spread		
Site-area	The-total-area-for-development-site,-not-average-area-per-dwelling		

Supportive of new provisions that promote and support establishment of new trees to meet canopy cover targets, however how will these new trees be protected from future development. What conditions will be in place to ensure these trees are retained and contained in the ground on the site?

PO 11.1

Development minimises detrimental micro-climatic impacts on adjacent land and buildings.

DTS 11.1

None are applicable.

Query how 'minimises detrimental micro-climatic impacts' will be assessed?

PO 22.1

Residential development designed to capture and re-use stormwater to:

maximise conservation of water resources;

manage peak stormwater runoff flows and volume to ensure the carrying capacities of downstream systems are not overloaded; and

manage stormwater runoff quality.

DTS / DPF 22.1

Residential development in the form of:

(a) detached, semi-detached or row dwellings include a retention rainwater tank storage:

connected to at least 80% of the roof area of the dwelling (row dwelling), or at least 60% of the roof area of the dwelling (detached and semi-detached dwellings);

connected to all toilets and either the laundry cold water outlets or hot water service;

iii. that has a minimum total capacity in accordance with Table 1, and iv. the roof is at least 80% of the impervious area; or

Table 1: Retention Rainwater Tank

Allotment size (m ²)	Minimum site % perviousness	Minimum rainwater tank volume	Additional site permeability discount opportunity	
			Site % perviousness	Minimum rainwater tank volume (L)
<200	15%	2,000		
201-400	20%	3,000	30%	2,000
400-500	25%	5,000	35%	3,000

(a) hammerhead dwellings have driveways and pathways constructed of a minimum of 50% permeable or porous material and include a retention rainwater tank storage:

connected to at least 60% of the roof area of the dwelling;

connected to all toilets and either the laundry cold water outlets or hot water service; and

that has a minimum total capacity in accordance with Table 2.

Table 2: Retention Rainwater Tank Option

Allotment-size-(m ²)	Site-%-pervious-ness	Rainwater-tank-volume-(L)
<200	15%	2,000
201-400	20%	3,000
401-500	25%	5,000

The following comments are made in relation to PO 22.1:

- Remove residential reference - making this provisions relevant to all development and move to 'all development' 5.1
- 22.1 achieves 22.2 by virtue of following tables

The following comments are made in relation to DTS/DPF 22.1:

- Expand to how this would relate to commercial, industrial etc. e.g. Development Stormwater Plan
- Table 1 and 2: what happens for 500m² allotments?
- Table 1 and 2: enlarge for readability
- Table 1: Reference to sites instead of allotments- following reference convention as seen in landscaping DTS/DPF 12.1

PO 22.2

Development creating 5-19 dwellings includes stormwater management systems that minimise the discharge of sediment, suspended solids, organic matter, nutrients, bacteria, litter and other contaminants to the stormwater system, watercourses or other water bodies.

DTS 22.2

Development creating 5-19 dwellings is accompanied by an approved Stormwater Management Plan that achieves the following stormwater runoff outcomes:

- 80 per cent reduction in average annual total suspended solids;*
- 60 per cent reduction in average annual total phosphorus; and*
- 45 per cent reduction in average annual total nitrogen.*

The following comments are made in relation to PO 22.2

- Tweak and move to all development e.g. replace creating 5-19 dwellings to 'development'. Alternatively 41.1 could supersede this in all development and is seen to capture all relevant parts.
- Stormwater Management plan also refers to for a township, a whole Council and these involve a greater process involving State Government, NRM and need to meet particular criteria- confusing.
- Suggest replacing this term with Development Stormwater Plan (DSP)

The following comments are made in relation to DTS 22.2

- Tweak and move to all development e.g. replace creating 5-19 dwellings to 'development'.
- Who is the stormwater management plan approved by? Council or via insite tool?
- Addition of (d) the reduction of gross pollutants

PO 22.3

Development creating 5-19 dwellings includes a stormwater management system designed to mitigate peak flows and manage the rate and duration of stormwater discharges from the site to ensure the carrying capacities of downstream systems are not overloaded.

DTS 22.3

Manage site generated stormwater runoff up to and including the 100 –year ARI flood event (1% AEP) to avoid flooding of buildings, and

Either:

maintains a pre-development peak flow rate from the site based upon a 0.35 runoff coefficient for the 5year ARI (18.1% AEP) 30 minute storm; and the stormwater runoff time to peak to match that of the pre-development condition; or

capture and retain the difference in pre-development runoff volume (based upon a 0.35 runoff coefficient) vs post development runoff volume from the site for a 5-year ARI (18.1% AEP) 30 minute storm.

The following comments are made in relation to PO 22.3

- Tweak and move to all development e.g. replace creating 5-19 dwellings to 'development'.
- Include volumes.

The following comments are made in relation to DTS 22.3

- Update to reflect all development -move to 'all development' 5.1

PO 41.3

Development includes stormwater management systems to mitigate peak flows and manage the rate and duration of stormwater discharges from the site to ensure the carrying capacities of downstream systems are not overloaded.

DTS / DPF 41.3

Development includes stormwater management systems that:

- (a) *maintain a pre-development peak flow rate from the site, based upon a 0.35 runoff coefficient for the 20-year ARI (5% AEP) 30 minute storm, unless a lower performance measure is specified in an approved catchment based Stormwater Management Plan;*
- (b) *maintains the stormwater runoff time to peak to match that of the pre-development; and*
- (c) *manages up to and including the 100-year ARI flood event (1% AEP) to avoid flooding of buildings.*

Include volumes within PO 41.3.DTS/DPF 41.3

More general comments made in relation to the draft Code and in particular the Design in Urban Areas General Policy follow as it relates to waste, stormwater and flooding and bedrooms or rooms that could be used as a bedroom.

Bedrooms and rooms that can be used as a bedroom

The Code uses the number of bedrooms to determine car parking, domestic storage and Private Open Space (POS) for dwellings above ground level. However there is no definition as to what may constitute a bedroom and in most cases no recognition that rooms such as a study, home theatre etc. could reasonably be used as a bedroom.

In the current version of the Code, Applicants could exploit this gap in policy to reduce the number of bedrooms (on paper) and provide the minimum parking required e.g. 1 space per dwelling. The Administration's concern is that under provisions proposed in the Code, a developer may designate two bedrooms, one study and a home theatre, with the need to provide for one car park where a four bedroom dwelling would require two. In reality, this is a dwelling with four rooms that could reasonably be used as bedrooms.

The Code includes sensible provisions which seek to set noise or odour generating activities away from bedrooms. Conversely, this may be manipulated by an applicant struggling to locate air-conditioners or bin storage areas away from a bedroom, with the room instead being labelled a study.

It is recommended that the policy identifies that a room reasonably able to be used as a bedroom also act as trigger for car parking, and that this room reasonably able to be used as a bedroom is afforded the same amenity provisions that a bedroom would receive.

Furthermore, it is recommended that the term 'bedroom' be defined in the Code definitions, with a possible definition being:

Bedroom means a room used by people for sleeping purposes, whether it be on a frequent or infrequent basis and includes any other room or area reasonably capable of being used in this way.

If this definition is adopted then clarification would not need to be provided each time a bedroom is referred to in the Code.

In the alternative, if a definition is not implemented, then a clarification statement such as that provided in the definition of ancillary accommodation should be inserted each time bedroom is referred to.

Ancillary Accommodation is defined by the Code as being:

Means accommodation that:

(a) is located on the same allotment as an existing dwelling;

(b) contains no more than one bedroom or room or area capable as being used as a bedroom;

(c) subordinate to and shares the same utilities as the existing dwelling.

It should be noted that in the draft Code only ancillary accommodation captures the capacity of a room nominated as something other than a bedroom to be used as a bedroom for the purposes of assessment. This is beneficial and reflects the most intensive way it can be used.

Waste

The Code provides performance outcomes (PO) and Deemed-to-Satisfy (DTS) and Designated Performance Feature (DPF), and waste features in the general module "Design

in Urban Areas" as it relates to all development, residential development, group dwellings, residential flat buildings and battle-axe development, supported accommodation, housing for aged persons, and people with disabilities and within general module "*Housing Renewal*".

Key issues highlighted are as follows:

- The designated provisions referred to in DTS and Performance assessed are insufficient and the scope should be widened to take in all relevant considerations. i.e. dwellings and commercial buildings on a corner allotment addressing both streets,
- for both modules, applying across all forms of development include consideration of gradient for path of travel between waste bin storage and the street, where the gradient should have a slope of no more than 1:10. Where this is unachievable, vertical lifting equipment or other mechanical assistance may be required.
- in relation to residential development with particular emphasis on group dwellings, residential flat buildings and battle-axe development, supported accommodation, housing for aged persons and people with disabilities, that dedicated waste and recyclable material storage areas are located at least 3m from any habitable room window and/or opening including doors, balcony or private open space
- 50m maximum distance between bin storage area and bin collection point
- Bin storage areas not to impede fire egress (concern that bins are located outside of back doors limiting opportunities to escape fire)
- lack of metrics required for bin presentation to street e.g. typically 0.5m between bins and a clearance of 0.5m from fixed infrastructure
- Onsite internal bin collection lacks detail particularly around height clearance for collection vehicles. Where internal bin collection is required, allow 4.1m of clearance from overhead obstructions.
- odour control for internal waste storage inside buildings
- Bins should be restricted to the road verge in front of the subject site, rather than being placed outside neighbouring properties - For a Council Service, where possible, design should allow for bins to be presented on the road verge in front of the subject site, rather than being placed outside neighbouring properties.

There is capacity for further exploration of waste management plans for developments unable to support the required number of bins to the street, and inclusion of shared bins, particularly group dwellings, residential flat buildings and battle-axe development, supported accommodation, housing for aged persons and people with disabilities based on bin litres per bedroom, please refer to Zero Waste SA: South Australian Better Practice Guide - Waste Management in Residential or Mixed Use Developments - Table C.2: Waste Resource Generation Rates by land use type (**Attachment Six**).

Hard waste is not considered, and it is identified that food organics and recycling inside the house should be considered during the internal design of dwellings to promote uptake. For residential dwellings, the system should make adequate provision in the kitchen space that provides capacity to store the following waste volumes:

- General waste - 20L
- Comingled recycling - 30L
- Food organics - 10L

Consideration to be given for storage of 0.77m³ of bulk and electronic waste per, year per household.

Stormwater and Flooding

The draft Code includes stormwater provisions in the general policy for all development, and in some circumstances, for specific development types. For example, there are provisions relating to stormwater and flooding to residential properties, which provide for increased stormwater retention and reuse. There is a significant gap in the policy, and it is recommended that more of these measures be applied to all development types, with any specific policy related to particular development being captured as additional standalone policy.

Administration recommends that Stormwater, Water Sensitive Urban Design (WSUD) and flood protection provisions apply to all development types in all zones, with any specific policy being captured outside of the generic development provisions. Consideration be given to the presentation of provisions within the Code to ensure relevant provisions for all development are not captured only for specific development to avoid duplication or exclusion of relevant policy, examples in addition to PO 5.1 Water Sensitive Design contained in the Urban Design (All Development) module:

Inclusion of the following as POs:

- Development should be designed to maximise conservation, minimise consumption and encourage re-use of water resources.
- Development should include stormwater management systems to mitigate peak flows and manage the rate and duration of stormwater discharges from the site to ensure the carrying capacities of downstream systems are not overloaded.
- Stormwater management systems should preserve natural drainage systems, including the associated environmental flows.
- On site detention and retention of stormwater should be sited away from areas where site contamination has occurred.

The flood mapping being brought across to the Code is consistent with mapping currently found in the Development Plan and is up to date. There is capacity for improvement to flood mapping by way of implementing colour coding that identifies flood level in line with industry standards. West Torrens is currently undertaking a local stormwater management plan, which will need to be incorporated into the Code following its completion and endorsement.

Council recommends and advises as follows:

- SPC be requested to develop additional policy around Water Sensitive Urban Design (WSUD) principles and ensure that it is applicable to all relevant development types.
- Council confirms its support for the flooding overlay as it relates to West Torrens transition to the Code, but advises of future improvements e.g. colour coding to indicate flood level in line with industry standards.

Forestry General Policy

Not applicable

Housing Renewal General Policy

Council has previously highlighted that it's Concept Plan WeTo/25 - Underdale Urban Renewal should be brought into the Code also supported by TNV's that relate to building height. This will allow greater development potential in line with the recent DPA undertaken by Council. The following PDCs are found within the WTCC Development Plan

PDC 15 Development should be up to 2 storeys, except near the centre of the zone in between Sherriff Street and Hardys Road and north of Wilford Avenue, where development may be up to 3 storeys.

PDC 16 To minimise building mass at the interface of residential development, buildings over 2 storeys should seek to minimise interface impacts by scaling down buildings and articulating building facades to complement adjoining developments.

PDC 16 should be incorporated in to the Code to manage interface issues with low density and scale residential areas.

It is noted that PO3.1 of this section calls for setbacks to be compatible with the desired outcomes of the area, however the Desired outcome for the zone does not speak to setbacks. It appears that maybe there is some missing information here.

Infrastructure and Renewable Energy Facilities General Policy

Administration flag more time is required to review this general policy.

Intensive Animal Husbandry and Dairies General Policy

Administration flag more time is required to review this general policy.

Interface between Land Uses General Policy

Administration flag more time is required to review this general policy. Initial comments include:

- This section is formatted differently to that of other sections of the Code.
- It is considered that there should be more guidance to the minimum amount of sunlight solar panels on an adjoining site should receive (like habitable room windows and POS)
- It is concerning to see that not many of these provisions are referred to in the DTS and performance assessed development assessment tables.

Land Division in Urban Areas General Policy

PO 3.1

Land division provides allotments with access to a public road.

DTS 3.1

None are applicable.

It is requested that a DTS/DPF is provided here. As land division can be DTS, this is an important aspect to be taken into consideration

PO 3.4

Road reserves provide for safe and convenient movement and parking of projected volumes of vehicles, and allow for the efficient movement of service and emergency vehicles.

DTS 3.4

None are applicable.

Definition of road reserve is sought as the above PO does not seem to consider the road verge.

PO 3.7

Road reserves provide unobstructed vehicular access and egress to and from individual allotments and sites.

DTS 3.7

None are applicable.

Without the term road reserve being defined, Applicants may try and use this provision to get a new crossover when a parcel of land is divided even if the crossover would conflict with on street parking etc.

PO 3.9

Roads, open space and thoroughfares provided establish safe and convenient linkages to the surrounding open space and transport network.

DTS 3.9

None are applicable.

Suggest amending PO 3.9 to *Roads, open space and thoroughfares provided establish safe and convenient linkages to the surrounding open space, **points of interest** and transport network.*

PO 3.10

Public streets include tree planting to provide shade and enhance the amenity of streetscapes.

DTS 3.10

None are applicable.

PO 3.10 Tree planting on public streets do more than provide shade and enhance the amenity of streetscapes. This should also capture urban heat load. How is this provision different to PO 3.5, could they be combined?.

PO 3.11

Local streets designed to create low-speed environments that are safe for cyclists and pedestrians.

DTS 3.11

None are applicable.

How is the PO different to PO 3.8?

PO 4.2

Waste water, sewage and other effluent is capable of being disposed of from each allotment without unreasonable risk to public health or the environment.

DTS/DPF 4.2

Each allotment can be connected to any of the following:

- (a) *a waste water treatment plant that has the hydraulic volume and pollutant load treatment and disposal capacity for the maximum predicted wastewater volume generated by subsequent development of the proposed allotments; or*
- (b) *a form of on-site waste water treatment and disposal that meets relevant public health and environmental standards.*

It is questioned how an authorised officer will be able to assess against DTS/DPF 4.2 (a).

PO 4.5

Constructed wetland systems, including associated detention and retention basins, sited and designed to allow sediments to settle prior to discharge into watercourses or the marine environment.

DTS 4.5

None are applicable.

Should this provision relate to a standalone detention retention basin?

PO 5.1

Land division proposing an additional allotment under 1 hectare in area provides or supports the provision of open space.

DTS 5.1

None are applicable.

How will this provisions work for a division with more than one new allotment?

PO 5.2

Land division creating 5-19 non-residential allotments includes a stormwater management system designed to mitigate peak flows and manage the rate and duration of stormwater discharges from the site to ensure the carrying capacities of downstream systems are not overloaded.

DTS 5.2

Land division creating 5-19 non-residential allotments is accompanied by an approved Stormwater Management Plan and manages up to and including the 100 –year ARI flood event (1% AEP) to avoid flooding of buildings and:

- (a) *maintain*
 - i. *a pre-development peak flow rate from the site based upon a 0.35 runoff coefficient for the 5year ARI (18.1% AEP) 30 minute storm; and*
 - ii. *the stormwater runoff time to peak to match that of the pre-development; or*
- (b) *capture and retain the difference in pre-development runoff volume (based upon a 0.35 runoff coefficient) vs post development runoff volume from the site for a 5-year ARI (18.1% AEP) 30 minute storm; and*
- (c) *manage site generated stormwater runoff up to and including the 100 –year ARI flood event (1% AEP) to avoid flooding of buildings.*

The following comments are made in relation to 5.2, as follows:

- This is considered relevant to all types of division, not just those between 5-19 allotments;
- The term 'Stormwater management plan' is seen to be confusing as this term has a definition outside of development application process. The type of plan being requested here should be called a 'development stormwater plan';
- DTS 5.2 (a)(i): *5year ARI (18.1% AEP)*, uses both terms, however this is not consistent with other provisions within the Code.

Water Sensitive Design PO 7.1

Land division creating 5-19 allotments includes stormwater management systems that minimise the discharge of sediment, suspended solids, organic matter, nutrients, bacteria, litter and other contaminants to the stormwater system, watercourses or other water bodies.

DTS 7.1

Land division creating 5-19 allotments is accompanied by an approved Stormwater Management Plan and achieves the following stormwater runoff outcomes:

- (a) *80 per cent reduction in average annual total suspended solids;*
- (b) *60 per cent reduction in average annual total phosphorus;*
- (c) *45 per cent reduction in average annual total nitrogen.*

Queries regarding DTS 7.1:

- There only seems to be a DTS, DPF has not been mentioned.
- How will a private accredited professional assess this outside of Council?
- This should also include a (d) which refers to gross pollutants.

PO 7.2

Land division creating 5-19 non-residential allotments includes a stormwater management system designed to mitigate peak flows and manage the rate and duration of stormwater discharges from the site to ensure the carrying capacities of downstream systems are not overloaded.

DTS / DPF 7.2

Land division creating 5-19 non-residential allotments includes a storm water management system designed to:

- (a) maintain a pre-development peak flow rate from the site based upon a 0.35 runoff coefficient for the 20-year ARI (5% AEP) 30 minute storm, unless a lower performance measure is specified in an approved catchment based Stormwater Management Plan;*
- (b) maintain the stormwater runoff time to peak to match that of the pre-development; and*
- (c) manage site generated stormwater runoff up to and including the 100 –year ARI flood event (1% AEP).*

PO 7.2 appears to be the same as PO 5.2, however DTS is different?

PO 8.2

Land allocated for open space is suitable for intended active and passive recreational use considering gradient and potential for inundation.

DTS / DPF 8.2

Where provided, no more than 20% of open space:

- (a) has a slope in excess of 1 in 4; and*
- (b) is comprised of watercourses, wetlands or detention basins.*

Query if 'and' should be or between DTS/DPF 8.2 (a) and (b)

PO 9.2

Land division creating 20 or more non- residential allotments includes a stormwater management system designed to mitigate peak flows and manage the rate and duration of stormwater discharges from the site to ensure the carrying capacities of downstream systems are not overloaded.

DTS/DPF 9.2

Land division creating 20 or more non-residential allotments is accompanied by an approved Stormwater Management Plan and manages up to and including the 100 – year ARI flood event (1% AEP) to avoid flooding of buildings and:

- (a) *maintains pre-development peak 20-year ARI (5% AEP) flow rate from the site and, maintains the time to peak to match that of the pre-development; or*
- (b) *captures and retains the difference in pre-development volume vs post development volume from the site for a 20-year ARI (5% AEP) 30 minute storm; where there is no adequate local drainage scheme to connect to, captures and retains post development volume from the site for a 20 year ARI (5% AEP) 30 minute storm.*

DTS/DPF 9.2 has a different structure to previous similar DTS. It is requested that there is consistency in the Code format.

PO 9.3

Land division creating 20 or more allotments includes stormwater management systems that minimise the discharge of sediment, suspended solids, organic matter, nutrients, bacteria, litter and other contaminants to the stormwater system, watercourses or other water bodies

DTS 9.3

Land division creating 20 or more allotments is accompanied by an approved Stormwater Management Plan and achieves the following stormwater runoff outcomes:

- (a) *80 per cent reduction in average annual total suspended solids;*
- (b) *60 per cent reduction in average annual total phosphorus;*
- (c) *45 per cent reduction in average annual total nitrogen.*

Recommend including additional dot point to DTS 9.3, (d) for gross pollutants

Land Division in Rural Areas General Policy

Not applicable

Marinas and On Water Structures General Policy

Administration flag more time is required to review this general policy.

Open Space and Recreation General Policy

Administration flag more time is required to review this general policy.

Resource Extraction General Policy

Administration flag more time is required to review this general policy.

Site Contamination General Policy

Administration flag more time is required to review this general policy.

Tourism Development General Policy

Administration flag more time is required to review this general policy.

Transport Access and Parking General Policy

Transport Access and Parking General Policy misses an opportunity to standardise and strengthen existing meanings through the use of Australia Standards, which have been established to provide consistency across disciplines. For example words such as 'access', 'access point', 'access driveway', 'driveway' appear in the Code (almost interchangeably). These need to be defined to avoid ambiguity and inappropriate and dangerous application. It is strongly requested that definitions not be created but rather sourced from reputable and recognised sources.

PO 1.1

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

DTS/DPF 1.1

None are applicable.

Please define transport system. Generally PO 1.1 reads like a desired outcome.

PO 1.2

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

DTS/DPF 1.2

None are applicable.

Please clarify commercial and industrial movements include passenger/consumer vehicles as per PO 1.2.

Supportive of no DTS/DPF for DTS/DPF 1.2, as it requires a site based assessment to ascertain the relevant site conditions.

PO 1.4

Development sited and designed so that loading, unloading and turning of all traffic likely to be generated avoids interrupting the operation of and queuing on public roads and pedestrian paths.

DTS/DPF 1.4

All vehicle manoeuvring occurs onsite.

On review of this PO and related DTS.DPF, it is considered that DTS/DPF 1.4 is only a small component of achieving the PO and this should be further investigated.

PO 2.1

Maintenance or enhancement of sightlines at intersections, pedestrian and cycle crossings, and crossovers to allotments for motorists, cyclists and pedestrians to ensure safety for all road users and pedestrians.

DTS/DPF 2.1

None are applicable.

Suggest inclusion of corner cut off in DTS/DPF 2.1 and the relevant Australian Standard.

PO 2.2

Walls, fencing and landscaping adjacent to driveways and corner sites are designed to provide adequate sightlines between vehicles and pedestrians.

DTS/DPF 2.2

None are applicable.

Is PO 2.2 a duplication of 2.1? Perhaps these could be combined

PO 3.1

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

DTS/DPF 3.1

The access is:

(a) provided via a lawfully existing or authorised driveway or access point or an access point for which consent has been granted as part of an application for the division of land; and

(b) not located within 6m of an intersection of 2 or more roads or a pedestrian actuated crossing.

DTS/DPF 3.1(b) should reference the tangent point as defined - rather than the intersection.

The design standards, Road Traffic Act or Australian Road Rules do not provide a clear definition of where an 'intersection' starts and ends, hence it is unclear where the 6m should be measured from: is it from the prolongation of the kerb line of the intersecting road or from the tangent point or from another alignment specifically sought by the Code. Note that this requirement is different to the Clause in AS/NZS 2890.1-2004 which requires access points

to be located 6m from the tangent point. If the intent is to be consistent with the parking standard, then DTS/DPF 3.1(b) should be reworded accordingly to include the tangent point description.

PO 3.2

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

DTS/DPF 3.2

None are applicable.

There are multiple considerations to PO 3.2, again AS address this currently. Also suggest inclusion of ramps: maximum grades and transition zones to accommodate from going too steep to flat.

PO 3.4

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

DTS/DPF 3.4

None are applicable.

The intention of this PO is not known. Is this about noise and light intrusion on adjacent land?

It may be beneficial to define what neighbouring properties are in the context of this PO.

PO 3.5

Access points located so as not to interfere with mature street trees, existing street furniture (including directional signs, lighting, seating and weather shelters) or infrastructure services to maintain the appearance of the streetscape, preserve local amenity and minimise disruption to utility infrastructure assets.

DTS/DPF 3.5

The access point does not involve the removal or relocation of mature street trees, street furniture or utility infrastructure services.

Please define 'interfere with' as referenced in PO 3.5. Suggest inclusion of standard distances from some items e.g. 1.0m from stobie pole. Bus stops should also be picked up here, it is noted that they require a larger area of space than that of other infrastructure.

Comments in regard to DTS/DPF 3.5, street trees, street furniture are typically Council assets, this should be at Council's discretion whether they can be removed. Some developers are prepared to relocate services or street furniture (such as bus stops or shelters) at their expense to facilitate the design of new access points. DTS/DPF 3.5 should be reworded to include, 'unless approved by the relevant authorities' e.g. the authority who is in ownership of the infrastructure

PO 3.6

Driveways and access points are separated and minimised in number to optimise the provision of on-street visitor parking (where on-street parking is appropriate).

DTS/DPF 3.6

Driveways and access points:

(a) for sites with a frontage to a public road of 20m or less, one access point no greater than 3.5m in width is provided.

(b) for sites with a frontage to a public road greater than 20m:

i. a single access point no greater than 6m in width is provided; or

ii. not more than two access points with a width of 3.5m each are provided.

Comments regarding PO 3.6:

- Not just about on-street parking but also accommodates other functions expected of the street e.g. bin collection, stormwater, tree/canopy cover

Comments regarding DTS/DPF 3.6:

- Driveway width can vary dependant on the width of road
- 3.6(a): There are many developments, for example dwellings, where double garages are provided and the 3.5m width would become a constraint; and
- 3.6(b)ii: There are many group dwelling developments and residential flat building developments that commonly have two dwellings with frontage to the public road and a common driveway in between the dwellings servicing other dwellings at the rear. (b) (ii) would become a significant constraint for these developments.

PO 3.8

Driveways, access points, access tracks and parking areas are designed and constructed to allow adequate movement and manoeuvrability having regard to the types of vehicles that are reasonably anticipated.

DTS/DPF 3.8

None are applicable.

DTS/DPF 3.8 should be in accord with the relevant AS.

PO 3.9

Development designed to ensure vehicle circulation between activity areas occurs within the site without the need to use public roads.

DTS/DPF 3.9

None are applicable.

Seeking confirmation of intent of PO 3.9 and what is meant by Activity Areas in the context of this PO?

PO 4.1

Development sited and designed to provide safe, dignified and convenient access for people with a disability.

DTS/DPF 4.1

None are applicable.

This PO and related DTS//DPF should speak to ramp grades and pavement. Reference to the AS to achieve this PO should be included.

PO 5.1

The provision of sufficient on-site vehicle parking and specifically marked accessible car parking places to meet the needs of the development or land use having regard to factors that may support a reduced on-site rate such as:

(a) availability of on-street car parking

(b) shared usage of other parking areas

(c) in relation to a mixed-use development, where the hours of operation of commercial activities complement the residential use of the site the provision of vehicle parking may be shared.

DTS/DPF 5.1

Development provides a number of car parking spaces on-site at a rate no less than the amount calculated using Transport, Access and Parking Table 1 – General Off-Street Car Parking Requirements or Transport, Access and Parking Table 2 – Off-Street Vehicle Parking Requirements in Designated Areas, whichever is relevant.

Clarify what is meant by marked accessible in PO 5.1 and PO 5.1(c) only refers to shared parking between commercial activities and residential uses. There are significant opportunities for shared parking between commercial land uses, for example between cafes and offices, between gymnasiums and shops etc which is not mentioned in POS 5.1, to help reduce over-parking provision. This aspect should be given further consideration.

PO 6.2

Vehicle parking areas appropriately located, designed and constructed to minimise impacts on adjacent sensitive receivers through measures such as ensuring they are attractively developed and landscaped, screen fenced, and the like.

DTS/DPF 6.2

None are applicable.

DTS/DPF 6.2: Opportunity here to strengthen noise attenuation and implementation of landscaping

PO 6.3

Vehicle parking areas designed to provide opportunity for integration and shared-use of adjacent car parking areas to reduce the total extent of vehicle parking areas and access points.

DTS/DPF 6.3

None are applicable.

There appears to be an overlap with of PO 6.1. It is also noted that it has historically been difficult to enforcing/arranging shared use between multiple owners.

PO 6.4

Pedestrian linkages between parking areas and the development are provided and are safe and convenient.

DTS/DPF 6.4

None are applicable.

Suggest inclusion of a pedestrian movement plan during assessment to satisfy PO 6.4.

PO 6.4 should also acknowledge and include 'orderly'.

PO 6.5

Vehicle parking areas that are likely to be used during non-daylight hours are provided with floodlit entry and exit points to ensure clear visibility to users.

DTS/DPF 6.5

None are applicable.

Recommend the following inclusions to PO 6.5:

- Inclusion of no light spill onto adjacent land or roadways
- Car park lighting for CPTED
- There are AS that speak to this PO and could be used to inform DTS/DPF

PO 6.6

Loading areas and designated parking spaces for service vehicles provided within the boundary of the site.

DTS/DPF 6.6

Loading areas and designated parking spaces are wholly located within the site.

PO 6.6, also include vehicle movements and within DTS/DPF 6.6. Please identify how the vehicle movements are determined.

PO 6.7

On-site visitor parking spaces are sited and designed to be accessible to all visitors at all times.

DTS/DPF 6.7

None are applicable.

Comments regarding 6.7:

- Not all land uses in the parking tables identify visitor parking rates, for those land uses without parking rates, how are these determined?
- Can this DTS/DPF reflect the PO in a similar way 6.6 PO and DTS/DPF interact?
- Suggest: Minimum of 80% of parking spaces provided within a development are to remain free, unrestricted and unallocated for use by any motor vehicle visiting the site. Currently some carparks are designated for certain dwellings or land uses but remain unoccupied. This does not facilitate the optimum shared parking arrangement.

PO 7.1

Undercroft and below ground garaging of vehicles designed to enable safe entry and exit from the site without compromising pedestrian or cyclist safety or causing conflict with other vehicles.

DTS/DPF 7.1

None are applicable.

Suggest Reference to AS for sightlines, ramp grade, transition lengths, and speed for DTS/DPF 7.1

PO 8.1

Internal road and vehicle parking areas surfaced to prevent dust becoming a nuisance to park residents and occupants.

DTS/DPF 8.1

None are applicable.

PO 8.1 should apply across the board on all development. Roads and parking areas should be sealed, to prevent dust, mud and drag out

PO 8.2

Traffic circulation and movement within the car park that is pedestrian friendly and promotes low speed vehicle movement

DTS/DPF 8.2

None are applicable.

PO 8.2 is relevant in many development scenarios, pedestrian safety should be paramount

Bicycle Parking in Designated Areas

Bicycle parking should be a consideration in all areas, not only designated areas

Notwithstanding the first comment, this is a welcome addition with inclusion of end of journey facilities.

PO 9.3

Non-residential development incorporates end-of-journey facilities for employees such as showers, changing facilities and secure lockers, and signage indicating the location of the facilities to encourage cycling as a mode of journey-to-work transport.

DTS/DPF 9.3

None are applicable.

The number of employees

What is the inclusion of the number of employees a reference to?

General Off-Street Car Parking Requirements

The following recommendations are suggested to update Table 1 – General Off-Street Car Parking Requirements. For addition discussion around car parking please see (**Attachment five**)

Detached dwelling:

1 bedroom = 1 park

2-3 bedroom (or room reasonably used as a bedroom) = 2 parks (including 1 undercover)

4+ bedroom (or room reasonably used as a bedroom) = 3 parks (including 1 undercover)

Also flag define bedroom or inclusion of room reasonably used as a bedroom (see response regarding bedrooms or rooms as bedrooms in Design in Urban Areas General Policy).

Include provision for a minimum of 1 park to be undercover

Row dwelling:

1 bedroom = 1 park

2-3 bedroom (or room reasonably used as a bedroom) = 2 parks (including 1 undercover)

4+ bedroom (or room reasonably used as a bedroom) = 3 parks (including 1 undercover)

Semi-detached dwelling:

1 bedroom = 1 park

2-3 bedroom (or room reasonably used as a bedroom) = 2 parks (including 1 undercover)

4+ bedroom (or room reasonably used as a bedroom) = 3 parks (including 1 undercover)

Aged person's accommodation:

The parking rate of 0.3 spaces per bed seem excessively high compared to the current commonly adopted rate of 0.25 spaces per bed referred to in a number of Development Plans and other parking standards. It is questioned why the parking rate adopted has gone higher.

Ancillary accommodation:

If other residential car parking is being reduced, it makes sense to retain an additional car park for this type of development.

Residential park:

Should be consistent with standard residential provisions. Does SPC have rationale for reduction?

Caravan park / tourist park:

Does this assume vehicle towing caravan is parked on the site with the caravan? If not where are all the towing vehicles going to go?

Automotive collision repair

This appears to be a new type one of commercial land use. However, the description of its parking rate is exactly the same as for a Motor repair station. It is unclear why such a new land use is adopted when there is already a land use that describes such an activity and the same parking rate is used for both.

Bulky goods outlet

A fixed rate of 3 spaces per 100m² is specified. Previous studies (for example the Mile End centre) have found parking rates significantly less than 3 spaces per 100m². Is there scope for larger centres to have a lower parking rate?

Given the reduction of bulky goods site areas, parking rate should be the same or closer to shop.

Motor repair station

The parking rate based on a combination of floor area and vehicles being serviced or waiting to be serviced is too vague and open to interpretation. As a consequence, it would give rise to disagreement or various planning authorities adopting inconsistent opinions of the wording. A better and clearer outcome would be to specify the rate based on the number of work bays, as has been the approach for many years.

Retail fuel outlet

6 spaces per service bay, plus *50% of the spaces calculated to be provided for ancillary uses.*

It is unclear what the words 'ancillary uses' mean.

Service stations nowadays typically include retail areas, food outlets, storage etc. If these are considered as ancillary uses to the main purpose of fuel sales, does it mean that the 50% discount to the parking rate applies to all of these areas? If so, it would seem to be an overly generous discount to the parking requirement. One way of checking the impact of the discount would be to carry out a theoretical analysis based on the typical service station development. Such an exercise should be carried out to test the reasonableness of the discount before adopting the parking rate.

Should the term pumps be used? Service bay sounds like a motor repairs

Service trade premises

The addition of a parking rate for outdoor display areas is supported and removes the current uncertainty of how these outdoor areas should be dealt with.

Good to see outdoor display counted as a parking demand.

Place of worship

The word 'visitor' has been added to the description, which would unnecessarily introduce some uncertainty to the interpretation. It should be reworded to 1 space for every 3 seats, as has been the case before. Remove visitor, as it adds confusion.

Educational establishment

Most schools have 3 categories defined: Junior, Middle and Senior Schools. The description adopted in this Code of Primary school and Secondary school does not reflect the changing nature of schools. The way a school is categorised should be reviewed to reflect current thinking with appropriate parking rates then applied to each category.

The employee parking rate of 1.1 per FTE seems overly high, compared to the current commonly adopted rate of 0.9 per FTE.

The primary school parent parking rate of 0.25 spaces per student (or 1 space per 4 students) seems excessively high, compared to the current commonly adopted parking rate of 1 space per 6 students.

Similarly, the Secondary school parent parking rate of 0.16 spaces per student seems excessively high, compared to the current commonly adopted parking rate of 1 space per 20 students (or 0.05 spaces per student).

The above parking rates should be reviewed as they appear to be excessively high and not reflect the typical parking survey results found over a long period of time.

The Government's Education Department typically have their own policies for parking provision that excludes the need to provide for parent parking, in stark contrast to private school developments. It is unclear how the Code proposes to deal with public school developments.

Also, suggest schools are referred to in the same way as the education department ie. junior, middle and senior

Hospital

It is unclear why the parking rate for this land use has increased significantly from the previous 4 spaces per bed adopted in other parking standards. The rate in the Code should be reviewed.

Parking should be free, not paid for which displaces traffic to the local street network.

What is the justification for the increase?

Cinema complex

There have been previous ERD Court decisions which accepted applying the 85th percentile attendances to the calculation, given the wide fluctuations in cinema attendances by time of day, day of the week and month of the year. The rate in the Code would result in an excessive over-provision of parking and should include adopting the 85th percentile levels into the rate for discounting.

ERD decisions reflect smaller allocation

Hotel

Hotel used differently to motel, perhaps should be separated.

Indoor recreation facility

There are many small gymnasium developments which do not provide group classes and in which a parking rate of 4.5 spaces per 100m² total floor area has been adopted for the assessment and found to be reasonable.

The parking rate in the Code does not provide the flexibility needed to assess this type of land use, which tend to include a wide range of gymnasiums nowadays.

Restaurant

Does the note mean waiting bays for fast food?

Industry/Employment Uses

There are 5 categories of land uses listed: *Fuel depot, Industry, Store, Timber yard and Warehouse*, which share the same parking rate of 1.85 spaces per 100m² total building floor area or total floor area. This rate is excessively high based on experience with developments in the past, notwithstanding that the previous higher rate of an associated office (3.3 spaces per 100m²) has been removed. Many warehouse developments have only a small percentage of office area which would not be significantly affected.

The rate in the Code is also excessively high when compared to the currently adopted range of parking rates whereby as the size of the development increases, the applicable parking rate reduces considerably to 0.67 spaces per 100m² when the floor area exceeds 2,000m². The blanket rate adopted in the Code of 1.85 spaces per 100m² could result in an unintended excessive over-provision of parking, particularly where the development is not labour intensive but relies on mechanisation and automation. The parking rate in the Code should be reconsidered to provide rates for a range of floor areas, which is more practical as has been the case for many years.

Stores are low parking generators, compared to the other 4 land uses listed. It is unclear why 'store' has been included with these land uses. Typically a parking rate of 1 space per 100m² is adopted for a store land use.

Other Uses to Provide Parking Rates

Further land uses that should be included in Table 1

Restaurant or food outlet drive through facility: Minimum queue lengths should be specified for the drive through to remove uncertainty in the design of such facilities otherwise there would be uncertainty arising from interpretation of what constitutes acceptable queues.

Hotel (not pub): A hotel is different to a 'motel' in terms of parking characteristics. The Code groups both uses under 'Tourist accommodation'. A significant percentage of hotel patrons would arrive by public transport such as bus and tram, or use taxis and other ride share services. A different parking rate should be considered in the Code for hotels.

Function centre: This land use should be added to Table 1 of the Code. If added in, the parking requirement should specifically include outdoor areas (used by patrons) in the parking calculation.

Off-Street Vehicle Parking Requirements in Designated Areas

'Urban Activity Centre Zone' appears in both rows of Non-residential development: 3 to 5 spaces per 100m² and 3 to 6 spaces per 100m², which is an error.

Clarification should be provided on what the minimum and maximum parking range mean and how it should be applied to remove uncertainty about the interpretation. Council has recently been provided with informal legal advice that implies that the planning authority has discretion to apply any rate within that range if the development was considered to be of a higher parking generator. Currently, some developers assume that only the minimum parking rate of 3 spaces per 100m² GLFA needs to be satisfied.

The *Table 2 - Criteria* has removed proximity to high frequency bus services from consideration. The reason for doing so is unclear. Some lower order centres that may be located adjacent to major bus corridors would no longer fall within the definition as a Designated Area and therefore not enjoy the discounted parking rate when high bus usage may be anticipated for these lower order centres.

Regarding minimum and maximum, the following is raised on how to consider this:

1. Only have to provide minimum but if they provide more then they should not do more than the maximum; or
2. Depending on the land use we can pick where in the range between minimum and maximum i.e. office has different demand than function centre.

The Urban Activity Centre Zone is shown in two designated activity cells, where does it belong?

With regard to non-residential land use outside of Urban Corridor Zones, consider difference between mixed use development "shared parking" and single use developments. For land uses operating outside of business hours there is likely a crossover in demand that will create a lack of available parking spaces and therefore should have the higher rate applied to them.

Off-Street Bicycle Parking Requirements

The bicycle parking rates apply within designated areas located within parts of the State identified in the Schedule to Table 3.

The following queries are raised in relation to this table:

- Why is there is limited list of land uses? Could bicycle parking not be applicable for a greater scope i.e library, child care, call centre etc.?
- Some guidance around rounding car parks/bicycle parks up is sought
- Why is the bike designated area different to car designated areas?
- Why can't this apply to the whole State?

Car parking

Car parking in respect to the neighbourhood (residential) zones has been described in detail in the previous report presented to the 4 February 2020 meeting. However, car parking rates have also changed for non-residential development and clarification is needed as to how parking rates within the Urban Corridor Zones are to be interpreted.

Unlike in the neighbourhood zones, there are several examples of where car-parking rates in the draft Code have been increased for non-residential development such as:

	Development Plan	Planning and Design Code
Cinema complex	1 per 4 seats	1 per 3 seats
Concert hall/theatre	1 per 4 seats	1 per 3 seats
Hospital	2.5 per bed	5 spaces per bed.
Motor repair station	Greater of 2 per 100 square metres of total floor area or 4 per service bay	3 spaces per 100m ² of gross leasable floor area plus 1 space for each vehicle being serviced, repaired or fitted with accessories, including vehicles waiting to be repaired, fitted with accessories or collected by owners.

The Code also proposes a number of changes that reduce the amount of parking needed such as:

	Development Plan	Planning and Design Code
Consulting room	10 per 100m ² of total floor area	4 spaces per 100m ² of gross leasable floor area.
Bulky goods outlet	4 per 100m ² of gross leasable area	3 spaces per 100m ² of gross leasable floor area

Hardware and other bulky goods outlet	4 per 100m ² of gross leasable area	3 spaces per 100m ² of gross leasable floor area
Funeral parlour	4 per 100m ² of total floor area plus 1 per 4 seats (chapel)	1 space per 5 seats in the chapel plus 1 space for each vehicle operated by the parlour.

In consultation with Council's engineers, it is conceded that reduced parking provisions listed above are considered to be more reflective of current practice and industry standards.

Car parking rates in the Urban Corridor Zones are considered differently to that of other zones as they provide a minimum and maximum range. This method is currently in the Development Plan but there has been some confusion in how it is to be applied with feedback from DPTI adding to the confusion. There are two schools of thought:

1. Developments only need to provide the minimum amount of parking, but if the application chooses to provide more, then they cannot provide more than the maximum, or
2. Depending on the land use, car-parking rates between the minimum and maximum can be applied. For example, a restaurant will have a higher parking demand than an office development with the same floor area.

During the assessment of a recent application, a staff member of DPTI indicated that they believe that the latter method was more appropriate but acknowledged that either interpretation could be adopted.

Given this parking generation method has been carried over into the Code and was initially introduced by DPTI, SPC should provide clear direction about how this is to be used. There is concern that insufficient parking will be provided if the lower car parking rate is adopted.

Workers Accommodation and Settlements General Policy

Administration flag more time is required to review this general policy.

Technical + Numeric Variations (TNVs)

See *Zone Corrections and Technical + Numeric Variations (TNVs)* response as previously submitted Draft Planning + Design Code Consultation Response One (**Attachment Four**).

Land Use & Administration Definitions

The draft Code has seen the removal of definitions (multiple dwelling) and inclusion of new definitions (ancillary dwellings, student accommodation) and some refinement of existing definitions.

Removed Definitions from Land Use

Multiple Dwelling: currently defined within the *Development Regulations 2008* as:

means 1 dwelling occupied by more than 5 persons who live independently of one another and share common facilities within that dwelling

Query its removal and highlight that it provides for a form of accommodation that is not picked up or anticipated under any other definitions.

Dependant Accommodation: captured through Development Plans, and suggest a more effective mechanism for additional accommodation than the proposed ancillary accommodation.

Service Industry: as defined in the *Development Regulations 2008* (below) has not been captured within light industry but does appear within industry definition and applicable to general industry, special industry and light industry:

service industry means a light industry in which—

(a) goods manufactured on the site (but not any other goods) are sold or offered for sale to the public from the site; or

(b) goods (other than vehicles or vehicle parts) are serviced, repaired or restored,

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

Nursing Home: Does a retirement facility replace a nursing home or is a nursing home now to be included within supported accommodation.

Amusement Machine: If this definition were to be replicated it would need updating to reflect how these machines are used e.g. pokie machines

Amusement Machine Centre: Can this be included in indoor recreation, noting, it is captured as a land use within the parking table, yet the definition within the Code and relevant legislation has been removed.

Retail Showroom: shop previously identified retail showroom within the *Development Regulations 2008*. Query why it has been removed.

No Definition

A term not defined in the table contained within the Code (or within the *Planning, Development and Infrastructure Act 2016* or its Regulations or any relevant practice direction or guideline) will have its ordinary meaning applied. This is the same as the current system, terms are currently included within the draft Code which have ambiguous ordinary meanings. For example, the term '*interfere with an item of street furniture*', how this is addressed on the ground varies between assessing authorities. Some apply a risk adverse approach requiring driveways to be setback a minimum of 2m from a street tree, whereas other accredited professionals (private certifiers) may not be aware of best practice when dealing with Council infrastructure. It is not unusual for approved applications to be received with a driveway located immediately adjacent a street tree which ignores unseen damage to the root system.

Some land uses have been defined down to the minutiae e.g. *Personal or domestic services establishment* which lists examples such as cutting, trimming and styling hair instead of hairdresser or manicures and pedicures instead of personal care, whilst other have not e.g. financial institute has not been defined. From this one example alone, it is clear that additional review and consultation on definitions alone is still required.

Additional Definitions

Definitions are sought for the following terms, as there is no ordinary meaning or their reference within the draft Code creates confusion to the ordinary meaning:

Crown for tree pruning in line with recent case law (the Corporation of the City of Unley & ors (No 2) [2019] SAERDC 43 (13 December 2019)).

Home activity

Self-contained

Interfere with

Apartment

Licensed premises

Licensed entertainment premises

Junkyard

Research facility

Very low density

Top of footings

Primary living room

Outdoor open space

Hazardous materials

Controlled access road

Driveway

Access points

Crossover

Road reserve

Neighbouring properties

Function Centre

Unacceptable loss

Bedroom or room reasonably able to be used as a bedroom

Transport system

Activity areas

Refinement to Definitions (including new definitions)

Agricultural building: No comment

Ancillary accommodation: Definition is restrictive and does not adequately reflect the flexibility currently afforded to this form of development. Further consideration should be given to:

- Maximum floor area cap instead of bedroom cap
- Shared POS
- Limit on how many you can have onsite
- Minimum site area before you can have one
- Consider retaining existing land use term dependant accommodation and implementing similar definitions/PDCs seen in Development Plans e.g. Dependent accommodation (ie accommodation where the living unit is located on the same allotment as the main dwelling and connected to the same services of the main dwelling) should be developed on the same allotment as the existing dwelling only where:

- a) the site is of adequate size and configuration and the minimum total site is greater than 500 square metres
- b) the accommodation has a small floor area relative to the associated main dwelling with a floor area not exceeding 60 square metres
- c) adequate outdoor private open space of a minimum of 100 square metres is provided for the use of all occupants
- d) adequate on-site car parking is provided by one additional car parking space being provided on the site
- e) the building is designed to, and comprises colours and materials that will, complement the original dwelling.

Animal keeping: Greater consideration to the following scenarios and how they interact with the definition provided:

- Doggy day care
- Animals not normally resident of that property
- More than 2 dogs, cats etc.

Aquaculture: No comment

Automotive collision repair: Is land use term most appropriate? Suggest 'Crash repair' Does this include car modifications? Does this exclude mechanical repairs?

Bulky goods outlet: Will retail showroom have its own definition? Or is it the same and no longer required?

Consider refining definition to extract the following and place in excludes column:

- foodstuffs, clothing, footwear or personal effects goods

Caravan and Tourist Park: Query long term tenancies within caravan parks? Definition does not reflect actualities of day to day running of caravan parks.

Commercial forestry: No comment

Consulting room: Place the following within the exclusions (column D):

- Does not involve any overnight accommodation other than for animals that are recovering from treatment or in for observation as part of a veterinary practice.

Cropping: No comment

Dairy: No comment

Detached dwelling: No comment

Dwelling: Provide definition of self-contained

Educational establishment: Suggest childcare as an exclusion or seek how childcare fits within this definition.

Electricity substation: No comment

Farming: No comment

Fuel depot: No comment

General industry: No comment

Group dwelling: No comment

Horse keeping: No comment

Horticulture: No comment

Hotel: Suggest carrying definition over rather than referencing other legislation

Indoor recreation facility: Include ice skating rink and amusement machine centre

Industry: What are the implications of amalgamating Service Industry into the parent Industry definition?

Query if points (d) and (e) should be carried across to General Industry, Light Industry and Special Industry to remedy loss of service industry.

Query whether size limit referenced in (e) is appropriate. What if the size is exceeded (250m²)? Perhaps capture the sale of retail goods manufactured on site as ancillary to the manufacture.

Intensive animal husbandry: No comment

Landfill: Is this definition taken from other legislation? If so reference it and hyperlink. This definition appears to reference a landfill site, which has definition as per *Environment Protection Regulations 2009* (below):

Operation of sites for disposal of waste onto or into land

Light industry: Query for example, how a small scale bakery with a retail component fit? Are they light industry with ancillary retail?

Service industry is no longer defined, query whether light industry definition should be expanded to capture what made service industry unique.

Low intensity animal husbandry: No comment

Motor repair station: No comment

Mushroom production: What is the difference between mushroom production and mushroom farming? *Environment Protection Regulations 2009* (below) defines mushroom farming: *Farming of mushrooms*

Office: Does this capture banks, real estate agents? Why has definition removed *not being where materials or goods are stored for sale or manufacture*, suggest retaining these words.

Organic waste processing facility: Is this definition taken from other legislation? If so reference it and hyperlink

Outbuilding: Not an outbuilding if not ancillary to residential. Definition implies outbuilding could relate to any land use should reflect residential/domestic nature.

Personal or domestic services establishment: Examples separate services e.g. manicures and pedicures are captured within personal care (or beautician if necessary), cutting, trimming and styling hair e.g. hairdresser and self-service clothes laundering e.g. laundromat.

Query: personal or domestic services establishment is still expressed within the shop definition, so why is it also a standalone definition?

Place of worship: Inclusion of café' and op shop/thrift stores within column C. otherwise, definition considered to be an improvement on existing.

Pre-school: No comment

Protective tree netting structure: No comment

Public service depot: Definition should be updated as follows (change shown in red):

Means land *or buildings* used for storage and operations connected with the provision of public services (including gas, electricity, water supply, sewerage, drainage, roadworks or telecommunication services) by a body responsible for the provision of those services

Recreation area: Suggest stadium added to Column D (exclusions).

Renewable energy facility: No comment

Residential flat building: How does apartment fit in here? Should it be in column C or is different to a residential flat building?

Residential park: Can this definition be provided from the *Residential Parks Act*? Hyperlinked?

Are there blurred lines between residential park and caravan and tourist park?

Restaurant: Should make reference to building as well as land.

Define what a meal is

What about seating?

Definition needs to be more robust with more clarity about when a shop becomes a restaurant, café, dine in deli.

Restaurant should be a standalone land use and not a shop, due to the different impacts it creates

Retail fuel outlet: Following uses excised from definition and placed in column C (inclusions):

- the washing and cleaning of motor vehicles;
- the washing of other equipment or things including dogs and other pets;
- the provision (on a paid or free basis) of facilities for charging electric vehicles;
- the hiring of trailers;
- selling of motor vehicle accessories and/or parts; and
- the installation of motor vehicle accessories and/or parts.

Retirement facility: Can this definition be provided from the *Retirement Villages Act 2016*? Hyperlinked?

Does this replace retirement village? In addition to? Is it supported accommodation?

Row dwelling: No comment

Semi-detached dwelling: No comment

Service trade premises: Suggested rewording shown in red to:

Means premises used primarily for the sale, rental or display of:

- (a) basic plant, equipment or machinery used in agriculture or industry; or
- (b) boats; or
- (c) caravans and recreational vehicles (RVs); or
- (d) domestic garages; or
- (e) sheds; or
- (f) outbuildings; or
- (g) motor vehicles; or
- (h) marquees; or
- (i) trailers; or
- (j) swimming pools, equipment and accessories; or
- (k) building materials in bulk supply; or
- (l) landscaping materials; or
- (m) garden plants (primarily in an outdoor setting), or
- (n) agricultural supplies such as agricultural chemicals, fertilisers, seed and animal feed; or
- (o) rainwater tanks and irrigation supplies; or similar articles or merchandise.

The use may also include *ancillary* servicing and repair of any of the listed items (but not vehicle panel beating or spray painting).

Query what is meant by (k) building materials in bulk supply. Quantity is not raised for any other product types.

Greater understanding in definitions to differentiate between bulky goods, service trade premises and retail showroom (now removed from definitions)

Shop: Query inclusion of dot point (b) a personal or domestic services establishment. This is captured in column C (inclusions) and has a standalone definition elsewhere within the Code.

What happened to retail showroom as per definition in *Development Regulations 2008*? Is it no longer required?

Also see comments re: restaurant

Special industry: No comment

Stock slaughter works: No comment

Stock sales yard: No comment

Store: Junk yard has not been defined elsewhere

Student accommodation: Columns D (exclusions), suggest dwelling(s)

Supported accommodation: Expand column C (inclusions) nursing homes, SRF as defined under separate legislation (hyperlink)

Telecommunications facility: Can this definition be provided from the *Telecommunications Act 1997*? Hyperlinked?

Tourist accommodation: No comment

Warehouse: No comment

Wind farm: No comment

Workers' accommodation: No comment

Admin Definitions

AEP (Annual Exceedance Probability): means annual exceedance probability as per draft Code. Suggest this reference the probability of a flood event occurring in any year, currently definition expands acronym.

AHD (Australian Height Datum): No change from existing, although less of a definition and more of an acronym listing

Asset protection zone: No comment

Battle-axe allotment: clarity around battle-axe allotments and frontage minimums along a road boundary, there is difference of professional opinion in how these are assessed.

PO 2.1 for General Neighbourhood Zone states a minimum of 5m for detached dwellings on a battle-axe site/allotment (this is not replicated elsewhere within the Code), giving capacity for the site minimum being the default applicable to the Zone.

Building height: Support this, diagrams would be beneficial.

Building level: How do roof top gardens fit within this definition? Often roof top gardens have screening and structures that add to the bulk of the building and may impact on notification triggers if not accurately captured in building level definition.

Diagrams would be beneficial.

If using building levels, make sure mapping reflects this e.g. not storeys

Building line: No comment

Bushfire buffer zone: No comment

Defence aviation area: Hyperlink to definition within other legislation.

Density: what about gross density and net density? This definition differs from that seen in other documents e.g. *The 30 Year Plan for Greater Adelaide- 2017 Update* provides as follows:

Density is a measure of the population (persons) or the number of dwelling units in a given area

The above definition does not speak to excluding other land uses, roads, public open space and services identified in the draft Code definition.

FFL (Finished floor Level): Not a definition, either define or put in the acronym list. Suggest:

Refers to the uppermost surface of a floor once construction has been completed but before any finishes have been applied.

Recommend inclusion of diagram.

Gross leasable floor area: No comment

Groundwater: No comment

Habitable room: No comment

Heritage agreement: No comment

High-density: Is this in relation to net density?

High-rise: No comment

Hours of operation: No comment

Low-density: Is this in relation to net density? Low density defined as a net density of 17-35 dw/ha. Very low density less than a net density of 17dw/ha- this needs to be defined because it is referred to within the historic and character area statements, Suburban Neighbourhood Zone and Residential Neighbourhood Zone.

Low rise: No comment

Medium-density: Is this in relation to net density?

Medium-rise: No comment

Mezzanine: No comment

Native vegetation: Can this definition be hyperlinked to?

Non-sensitive use: No comments

Power system: Can this definition be hyperlinked to?

Primary street: No comment

Private open space: not supportive of the reduced minimum dimension to 1.8m and 'is not fully enclosed' needs to be further explained e.g. roofed? Fenced?

Is private open space different to outdoor open space? Outdoor open space is not defined.

This definition is misleading and does not identify that POS can be located forward of the primary building as per POS provisions PO 20.3 (Residential Development- 3 Building Levels or Less within the Urban Design Module).

Proclaimed shipwreck: Can this definition be hyperlinked to?

Secondary street: No comment, diagrams would be beneficial.

Sensitive receiver: Does this align with EPA documents? Supported accommodation and tourist accommodation not captured in sensitive use.

Sensitive use: How does this align with sensitive receivers? Appears there are some uses not included here that are contained within sensitive receiver definition.

Site: No comment

Soft-landscaping: Support inclusion of defining that it is to be pervious and for supporting plant growth.

South: No comment

South facing: No comment

Standard sea flood risk level: No comment

Tangent point: More clarity on how to determine the tangent point e.g. more detail on the diagram (label road surface, footpaths)

Terrace arrangement: No comment

Total floor area: Inclusion of mezzanine in total floor area

Wall height: Identify that this proposed definition would not capture certain architectural styles (see image below where under proposed definition would have approx. 600mm wall height and a primarily be roof), this definition should be used in conjunction with an overall height cap.



Image: Marcia Ave, Gilles Plains

Suggest: deleting *but excluding any part of the wall that is concealed behind an eave or similar roof structure and not visible external to the land.*

Wall height appears to have a separate meaning throughout the Code when used for an outbuilding e.g. Wall height - does not exceed 3m measured from natural ground level (and not including a gable end) no reference to footings.

Please provide a diagrams to provide clarity to definition.

Define top of footings.

Waste: Provide hyperlink to relevant definition in other legislation.

Definitions contained within the Planning, Development & Infrastructure Act 2016

Accredited professional: Under section 88 of what (Act or Regulations?) should be explicit in what it is referring to.

Adjacent land: no reference to "other land" in the new legislation. This could be made so much clearer. Suggest replacement:

Adjacent land means land that is no more than 60m from the subject site (land / boundaries of the allotment)

Adjoining owner: Should capture diagonally too

Advertisement: The definition for advertisement is contained in the *PDI Act* and the following comments are made:

- The definition uses the word it is trying to define and therefore not adequately defining it.
- More clarity around what else may constitute a sign and/or advertisement as seen in the *Development Regulations* for the City of Adelaide:
sign means every painted sign, mural or other sign, signboard, visual display screen, visual display image, visual display or projection device, other advertising device, lamp, globe, floodlight, banner, bunting and streamer, including any background as well as any lettering and any advertising structure, but not including
- Clarity around how to calculate signage area
- Suggest defining mural, be clear that it does not have a commercial flavour/content
- Discussion around third party advertising
- Portable signs

Building Certifier: Under section 92 of what (Act or Regulations?) should be explicit in what it is referring to.

Building consent: Under section 102(1)(b) of what (Act or Regulations?) should be explicit in what it is referring to.

Tree damaging activity: Earlier definition was sought for crown of tree. Also suggest updating tree damaging activity in line with recent case law the Corporation of the City of Unley & ors (No 2) [2019] SAERDC 43 (13 December 2019)

General Feedback

Public Notification

Public notification triggers have not yet been consulted on, to date Council has suggested a draft version (which Administration will require further review), in an attempt to identify that public notification should retain many of the triggers currently contained within the Development Plan. It is highlighted, that an existing shortcoming in the Development Plan relates to building heights contained within the Urban Corridor Zone e.g. an 8 storey building may be built adjacent a single or two storey dwelling in the Neighbourhood Zone. This creates poor interface and transition between the built forms and often causes community angst, it is flagged that further work needs to be undertaken to capture notification triggers which are at odds with interface.

Concern is raised over the adequacy of the engagement process and it is flagged that the triggers should be consulted on prior to the implementation of the Code.

In the lead up to the release of the draft Code it was stated that more notification would occur. This has been misleading in that less development types will be notified, although more people may be notified through the change in definition to adjacent land and the method in which notification is to occur (including a sign), the types of development that trigger notification appears to have been reduced. There has generally been feedback to Council that the notification would encompass more of the development types that people want to be notified on, this does not appear to be the case, although no certainty can be given due to the notification triggers not being released or consulted on. This is concerning and needs to be consulted on prior to the Code being implemented.

Potential Conflict of Interest Issues (delegations)

Capacity for an Assessment Manager to delegate decision making to the CAP in certain scenarios such as contentious development applications or Council development applications to provide more open and transparent decision making, ultimately reducing perceived conflict of interest and promote transparency.

Currently, where Council undertakes assessment of its own performance assessed development, there is capacity to delegate this to its CAP. It would be beneficial to see this continue under the new system. Flagging here, the implications of the new timeframes under the PDI Regulations and what this means should delegation be deferred to CAP, consider amending to ensure that an additional 20 business days be added as per section 53 (1)(f) (PDI Regs) and that this extra allowance of time should be captured in such situation outlined above.

Council would like to support the retention of legislation that exempts certain types of development from needing an approval, such as playgrounds and certain types of infrastructure. This is considered to be a common sense approach.

Accepted Development Tables (ADT)

- General Comment: use of the term 'class of development', which has other connotations other than a development type or form e.g. notification, path of assessment. Ultimately, what is meant by class of development?
- General Comment: capturing all easements to ensure that applicant/owner is aware of site limitations. Could be remedied with prior written consent from whomever the easement is in favour of. An example, see Carport, point 1- relates not only to sewerage or waste control systems but areas on site that are required for essential services and easements. This is repeated throughout the Code and applies in all instances.
- General comment regarding carport as replicated throughout the Zones:
 - ADT states Inclusion of minimum door/opening to be usable for purpose of vehicle access. AS reference could be included here too. These are repeated throughout the Tables
 - ADT points 11 and 12 conflict with each other. Both set parameters that should not be exceeded. This is replicated throughout all tables.
 - 13 (a) ii. A. Should reflect the tangent point as defined in the definitions contained within the Code. This is replicated throughout all tables.

- 13 (a) ii. B. What does interfere mean? Will have different minimums based on type of street furniture. Solution would be preapproval on new or modified to existing or intensification of use to an existing access points. How does this pick up everything else including bus stops and traffic control devices. This is replicated throughout all tables.
- 13 (b) The AS has well defined and clear information of driveway/ramp grade and necessity for transitions in grade. The use of a 1:4 average does not comply with AS. Suggest duplication of the AS or reference to the relevant AS. This is replicated throughout all tables.
- General Neighbourhood Zone:
 - Carport does not provide maximum/minimum internal dimensions (width and length) as have been included for similar structures in other zones.
 - Should capture forward in and out off of a major arterial roads
 - Carport dot point 11: minimum width to be provided

Conflict between Overlays

Administration had previously raised the potential conflict between overlays and as a result requested clarification about how they are to be applied and which overlay/s take precedence. Recent correspondence from DPTI suggested that there are not any conflicts and as such, a hierarchy is not necessary. Administration undertook some investigations and can confirm that there are numerous situations where overlays conflict with one another, such as:

- Corner of (Henley Beach Road / Clifford Street) (South Road / Henley Beach Road)
 - Affordable Housing Overlay; and
 - Local Heritage Overlay; and
 - State Heritage Place Overlay.

The Affordable Housing Overlay allows smaller site areas and higher buildings which is highly likely to have a detrimental impact on the Local and State Heritage listed items located there.

- Corner of South Road / Henley Beach Road
 - State Heritage Place Overlay; and
 - Future Road Widening Overlay.

In a similar fashion, the Future Road Widening Overlay speaks to preventing development where it will conflict with future possible road widening. This will impede how Local and State Heritage Listed items can be maintained. It is important to note that even painting a State Heritage listed item is development.

Council:

- requests guidance as to how to deal with conflicting overlays.
- recommends to SPC that the Affordable Housing Overlay should not apply in Heritage/ Character Overlay areas
- requests that SPC excludes State Heritage properties from triggering the Road Widening Overlay.

Procedural Matters

At the release of the draft Planning and Design Code the table relating to public notification of performance assessed development was incomplete and therefore not able to be adequately consulted on. During the consultation process advice from SPC and DPTI was received via the *Planning and Design Code Phase Three (Urban Areas) Code Amendment - Update Report* identified a proposal as follows:

- It is proposed to review notification tables, and
- List specific classes of development that are excluded from notification, instead of excluding all development and listing the exceptions.
- Specify development which falls within the ambit of Clause 5(2) of State Planning Commission Practice Direction 3 – Notification of Performance Assessed Development does not require notification.
- Exclude minor/low impact land uses envisaged in the zone (including classes of development specified in accepted and deemed-to-satisfy tables), provided they do not exceed building height/interface criteria.
- Exclude uses that are envisaged in the zone (e.g. shop in a centre zone) from notification, where the site of the development is not located adjacent to a dwelling in a neighbourhood zone.

These have ultimately turned the way public notification is triggered around. Fundamentally, this seems like a good outcome, however incomplete tables means that stakeholders are ill-informed and unable to provide adequate commentary as to whether proposed public notification trigger is adequate and in line with community expectation.

Assignment of Development Types to Assessment Process

Incomplete document, lack of formatting and limited timeframe has not enabled Council Administration adequate time to undertake an appropriate review of development types listed within the assessment tables to determine whether the developments specified are appropriate for that type of assessment. This also means there may be other forms of development that could be identified for a more streamlined assessment.

Code Policy for Assessment

The changes to the planning system have included designation of development to different streams of assessment. In response, the Code has been written to produce the relevant assessment provisions to be used when assessing development applications. These provisions that are called up are the only provisions relevant, meaning that other policy contained within the Code is not able to be considered. The consequences of this is that an assessing officer must only use these specific provisions when assessing the development.

The draft Code includes a multitude of gaps where usual considerations have been omitted (whether in error or intentionally is unknown). Currently an assessing officer has the ability to consider any part of the Development Plan that they deem relevant as part of their professional judgement when undertaking a planning assessment.

An example of where this new approach to assessment fails is a retirement facility in Suburban Neighbourhood Zone. The process proposed means the retirement facility will not be assessed against provisions such as:

Interface between Land Uses:

PO 1.2

Development adjacent to a site containing an existing sensitive receiver or zone primarily intended to accommodate sensitive receivers designed to minimise adverse impacts.

DTS/DPF 1.2

None are applicable.

PO 7.1

Development designed and comprised of materials and finishes that do not unreasonably cause a distraction to adjacent road users and pedestrian areas or unreasonably cause heat loading and micro-climatic impacts on adjacent buildings and land uses as a result of reflective solar glare

DTS/DPF 7.1

None are applicable.

Transport, Access and Parking (Movement Systems)

PO 1.4

Development sited and designed so that loading, unloading and turning of all traffic likely to be generated avoids interrupting the operation of and queuing on public roads and pedestrian paths.

DTS/DPF 1.4

All vehicle manoeuvring occurs onsite.

This is a precursory look and there is almost certainly more provisions that should be considered for this form of development and all others. There is an inherent difficulty in interrogating this type of development (or many forms of development that rely on tables identifying relevant provisions) as the Code is incomplete, incorrect and the ePlanning system is not yet operational.

It is apparent that there is insufficient policy within each zone to discourage inappropriate development, e.g. a petrol filling station within any of the Neighbourhood Zones. As the Neighbourhood Zones are silent on such a development, it will be necessary to consider the general provisions. These general provisions are far less specific as they apply to all development across the entire state.

Further to the above, conflict remains between Council, Accredited Professionals and the issuing of development approval. Advice from DPTI/SPC is that development approval by Council cannot be withheld, which is contrary to Council's legal advice. As such, Council seeks further clarity on the process of Council issuing a development approval which may appear contrary to the Code and as an authority has not been party to the assessment.

Council provides the following response:

- SPC be advised that the current Deemed to Satisfy (DTS) assessment criteria are incomplete in the Assessment tables and that other provisions should be available to be called on as necessary.
- SPC be requested to ensure that all performance assessed development be assessed against any relevant provision in the Code.
- SPC be requested to develop a practice direction identifying what a minor variation is and recourse for withholding development approval until DTS can be satisfied (+/- minor variation).

Restricted Development

It was noted that there was limited restricted development listed within the draft Code. However, what does exist particularly around floor area (numerical figures) are questioned based on how these were arrived at e.g. 1000m² for a shop in a Neighbourhood Zone and whether there will be more thought given to other forms of development that may be restricted.

Assessment Tables

Not all required policies contained within the Code have been identified within the assessment tables to facilitate an appropriate assessment to be undertaken when the reformed planning system goes live.

This has been a shortcoming of planning reform process and will result in development that does not meet the expectations of the broader public once constructed. An appropriate testing phase of policies against a sample of current development applications held within Councils would help identify gaps and a well-considered understanding of the assessment process would have ameliorated this outcome ensuring that all the necessary assessment criteria is captured in the assessment tables.

Assessment Manager Deeming Development Minor

DPTI advised that an Assessment Manager will make the determination as to whether a development is minor, for the purposes of public notification, when the CAP is the relevant authority. Whilst this makes procedural sense, it has potential to cause significant conflict between an Assessment Manager and the CAP. A CAP may not agree with an Assessment Manager's determination as to what is minor, but by the time the CAP sees the application, it would have progressed to its final stage in the assessment process.

In correspondence from DPTI dated 23 January, it was indicated that they hope to provide a practice direction in the next month or so with changes to the Regulations finalised by March. This is disappointing as public consultation on the Code finishes 28 February 2020. This effectively means that like other unfinished parts of the planning reform, there will be no opportunity to provide meaningful feedback in relation to it, nor fully understand the implications.

Council requests that SPC releases and undertakes public consultation on a complete version of the Draft Code (including all relevant information) prior to the finalisation and implementation of the Code.

Existing Case Law

It is highlighted that the Code does not appear to have resolved or remedied questions and concerns that have arisen from Development Act 1993 and Regulations 2008 case law. One such matter is the Paor decision that states that a division must be considered before the built form in order to determine the type of dwelling. Legal advice suggests that the Code attempts to resolve this issue by allowing consents in any order has failed to resolve this issue

Business Readiness

The Administration has not been provided with all relevant information to enable the organisation to be adequately prepared for the implementation of the Planning Reform due to the incomplete, inaccurate and confusing state it is currently in. The following highlights concerns that directly impact how ready Council is for the proposed 1 July 2020 (or subsequently extended) go live date:

- Fees - The Development Application fee framework and associated Regulations have not yet been published. This prevents Council from being able to reasonably plan its income for next financial year and properly consider costs of delivering the Planning Reform. Furthermore, as the fee regulations are currently drafted, all fees for CAP assessed applications will go to the CAP not Council which is problematic as the CAP is not an entity with an ABN.
- ePlanning Portal - The introduction of the Portal will require changes to council IT systems to better integrate with internal systems to provide a high level of customer service, efficiencies, accurate system reporting and integration with other services. DPTI will not provide Councils any access to see the portal in order to prepare for internal projects and alter systems. It is common in IT projects of this size that there would be a test environment at least six months out from the 'go live' date. Also, there has not been any training program details provided except that there will not be any face to face training, it will all be delivered online. It should be noted that Council is contributing to the cost of developing the ePlanning Portal.
- ePlanning Portal - Seek service standards and commitments by SPC on the ePlanning Portal. If the Portal goes out for 3 days there is no mechanism to 'stop the clock' and Council may not be able to meet its statutory obligations. Seek commitment from SPC on Portal service standards.
- Code consultation - it is suggested that the Community Engagement Charter has not been adequately met, particularly in light of the incomplete draft documentation provided, with additional information being drip fed, misinformation and often conflicting information being given at different forums including at practitioner and community events.
- Community education - seek SPC to provide more information and resources on planning policy for the community (i.e. factsheets on new zones) in time for a second round of consultation.
- Training - DPTI will not be providing any training or education materials to Council staff on how to undertake assessments in the new system. Instead all councils will have to develop their own training programs at their own cost.

- Code road testing - concern regarding the limited amount of Code scenario testing undertaken by SPC and DPTI to date to ensure the Code works as intended. Development assessment scenarios to date provide a list of the relevant policy, however do not delve into an assessment against those provisions.

Overall, as a result of the cumulative impact of the above issues, there is a significant risk that there will be a momentous and irreparable loss of trust in the South Australian land use planning system. This will have effects beyond not delivering the promised positive planning outcomes (managing infill development, creating vibrant spaces, mitigating climate change, etc.) that will instead include a loss of economic productivity in the construction industry, stalling of state wide economic development and instability in residential and commercial land values.

Code Consultation, Education and Testing

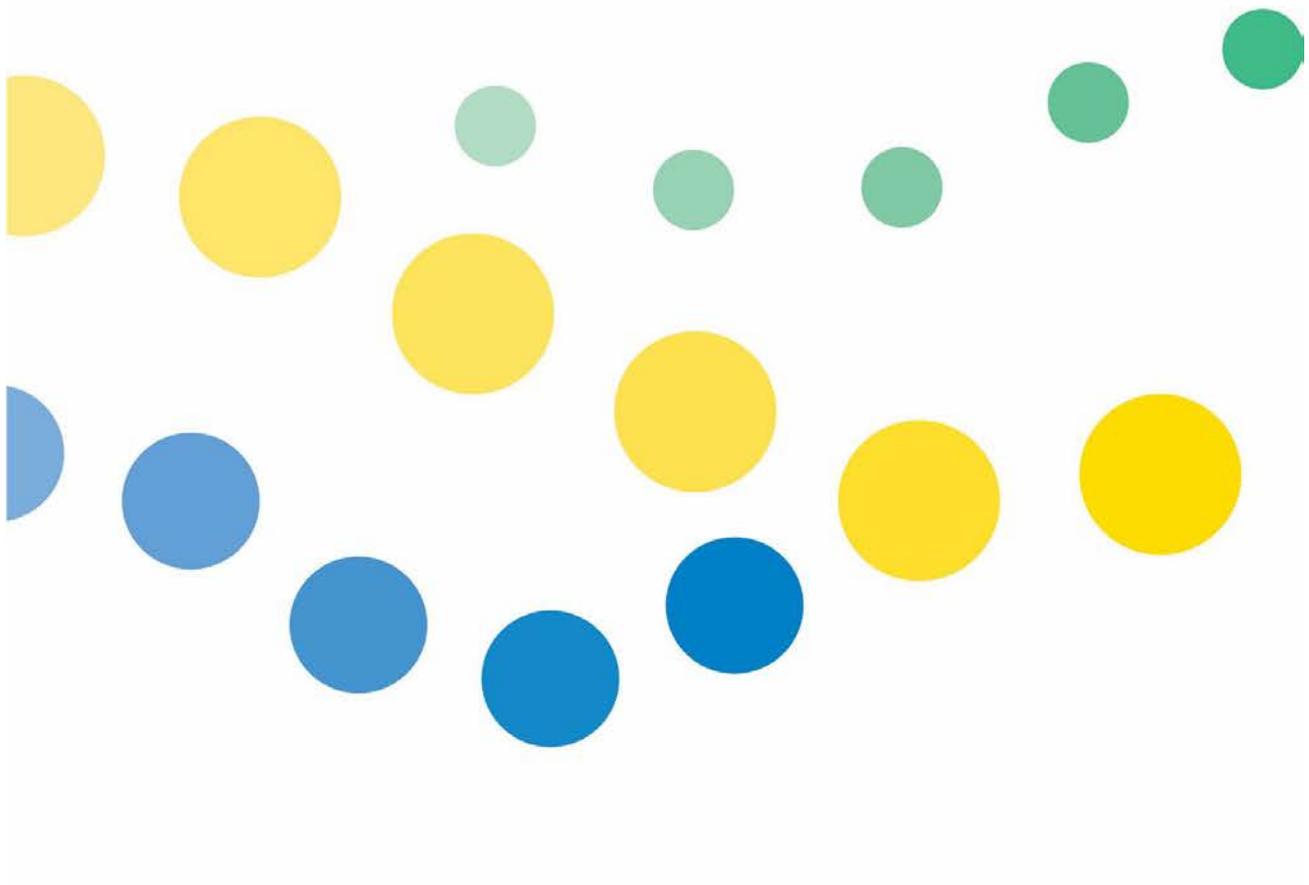
The following highlights concern with the consultation process and education with community as below:

- Code consultation - there is a growing school of thought that SPC 's Community Engagement Charter has not been adequately met, particularly in light of the incomplete draft documents provided, with additional information being drip fed, misinformation and often conflicting information being given at different forums including at practitioner and community events.
- Community education - it is important that SPC provides more information and resources on planning policy for of community e.g. fact sheets on new zones in time for a second round of consultation.
- Code testing - appears to be limited. Development assessment scenarios to date provide a list of the relevant policy, however do not delve in to an assessment of those provisions. Administration is concerned that there will be many unintended consequences when the Code goes live if adequate testing is not undertaken.



Attachment One:

West Torrens response to the Australian Government Department of Infrastructure, Transport, Cities and Regional Development



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6 December 2019

General Manager
Aviation Environment
Department of Infrastructure, Transport, Cities and Regional Development
Via email: safeguarding@infrastructure.gov.au

Dear General Manager,

Re: NASF Implementation Review

Thank you for the opportunity to contribute to the National Airports Safeguarding Framework Implementation Review.

As a key neighbour, local government service provider, customer, stakeholder (and now lessee) of the Adelaide Airport, West Torrens Council (Council) has long maintained an interest in the future plans for development of Adelaide Airport.

To this end, Council has a keen interest in better integration between the Commonwealth frameworks and legislation under which airport development is assessed and the state planning laws which determine land uses in the surrounding areas.

At its meeting held 19 November 2019 Council approved a response to the NASF implementation review, subject to subsequent amendments which have been reflected in the attached submission.

Should you have any queries regarding the submission, please contact Sue Curran, Manager Strategy and Business on 8416 6333.

Yours sincerely,

Terry Buss PSM
Chief Executive Officer
City of West Torrens

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NASF Implementation Review Response from West Torrens Council

Introduction:

Thank you for the opportunity to contribute to the National Airports Safeguarding Framework Implementation Review.

As a key neighbour, local government service provider, customer, stakeholder (and now lessee) of the Adelaide Airport, West Torrens Council (Council) has long maintained an interest in the future plans for development of Adelaide Airport. To this end, Council has a keen interest in better integration between the Commonwealth legislation under which airport development is assessed and the state planning laws which determine land uses in the surrounding areas.

Council Context:

The prominence of the Adelaide Airport Precinct as a major economic and employment generator in the State continues to grow, and as such, the flow on impacts to the surrounding land uses become increasingly complex to manage. The benefit of having a major capital city airport so convenient to the city, as is the case in Adelaide, requires potential impacts to be carefully balanced in order to 'future proof' the airport's location.

Council is committed to being the best place to live, work and enjoy life. Recognising the important role that the Adelaide Airport has to play as premium tourism and emergency services infrastructure and as a key precinct for employment, also requires a balanced approach to accommodating the community expectations of liveability in residential areas affected by the airport's air transport movements.

As a key voice for the community in City of West Torrens, Council has a role to play in advocating to the Adelaide Airport to consider minimising and/or ameliorating the impact of airport operations and aircraft movements on nearby sensitive land uses. Council sees its position is to leverage this role as a partner working in cooperation with Adelaide Airport, State Government and the Commonwealth Government to consider, and reduce, the impact Airport operations on surrounding residents and non-Airport land uses, and where possible reducing the opportunity for incompatible development in surrounding areas.

The NASF Guidelines, if properly implemented, would be particularly effective in future-proofing the location of the airport by promoting awareness and ensuring incompatible development is not encouraged or intensified in proximity to Adelaide Airport. Council's role in addressing the NASF guidelines is currently somewhat hampered by the South Australian Government's lack of uptake of the NASF Guidelines and implementation into the current and future Planning system.

South Australian State Context: South Australia's Planning and Design Code

The (SA) State Planning Commission and DPTI are currently undertaking the most significant Planning Reform in a generation, with a general goal of increasing residential densities. Additional residential development in close proximity to the Adelaide Airport (as with any airport) could end up stifling the growth capacity of the Airport, and increase noise complaints from residents.

A key opportunity has been missed to future proof the airport's location by planning for intended land uses around the airport that reduce the opportunity for additional dwellings and other sensitive development in Public Safety Areas and areas affected by the ANEF noise contours. There are nine Guidelines in total, however, of the nine Guidelines, Council's comments focus on Guidelines, A, C, E, F and I.

Guideline A: Measures for Managing Impacts of Aircraft Noise

Aircraft noise can detract from a visitor's perception of a location, and be the source of daily disruption for local residents and employees. Council conducted an *Experiences of Aircraft Noise Survey* - while not a statistical sample size, it does provide insight into the specific concerns raised by residents in areas close to the airport. A report on the survey results will be enclosed with this response.

1

Although Council's Development Plan does not include the current ANEF mapping, it does include a policy reference to the Australian Standard AS2021, which enables the ANEF to be considered in planning assessments. Council has consistently lobbied the Minister for Planning and State Planning Commission to remedy this through the inclusion of the ANEF in statutory planning instruments.

Furthermore, a previous version of Council's Development Plan also included clear design techniques to provide guidance on ways in which to design dwellings to reduce the intrusion of aircraft noise into a dwelling or dwelling extension.

The SA State Planning Commissions' draft *Planning and Design Code* is due to supersede the Development Plan in July 2020. The draft *Planning and Design Code* currently on consultation shows an outdated 'area affected by noise' which is based on an outdated ANEF 30+ contour, and no indication of any of the updated ANEF contours. While it includes a stated performance outcome that, "...buildings or structures that are sensitive to aircraft noise (be) designed to minimise aircraft noise intrusion and provide appropriate interior amenity," it is void of policy that provides guidance on ways in which to design dwellings or other sensitive land uses to reduce the intrusion of aircraft noise.

Council's website has a page that provides advice on "Aircraft noise considerations for building or developing" and; an Aircraft Noise - building and renovating fact sheet https://www.westtorrens.sa.gov.au/CWT/content/Building_and_planning/Buying_a_property/Aircraft_noise_considerations_for_building_or_developing

Furthermore, property searches (section 7 searches) provided to property purchasers during the process of buying a property include generalised information for potential purchasers to consider the impacts of the airport's location on the property. Council publishes the ANEF on its external facing geographic information system mapping tool on its website.

Guideline C: Managing the Risk of Wildlife Strikes in the Vicinity of Airports

Risk of wildlife strike is one of only three factors considered in the 'Building Near Airfields' Overlay policy in the draft version of the Planning and Design Code released for public consultation. The Planning and Design Code does not specify development types that may be affected. Minimising the risk of bird strike by requiring an assessment of the keeping of pigeons and the like is currently considered in the Development Regulations 2008 (in areas of Airport Building Height mapping). There are opportunities for improvement to the draft Planning and Design Code Overlay and policy triggers to be improved so that the new Planning, Development and Infrastructure Regulations can be more effectively applied and when considering this type of activity in proximity to airports.

Guideline E: Managing the Risk of Distractions to Pilots from Lighting in the Vicinity of Airports

Managing the risk of distractions to pilots from lighting in the vicinity of airports is one of only three factors considered in the 'Building Near Airfields' overlay policy in the draft version of the Planning and Design Code released for public consultation. Once again, the Planning and Design Code does not specify development types that may be affected. The relevant policy refers only to outdoor lighting, and omits the potential hazard of glare from unpainted reflective iron.

Guideline F: Managing the Risk of Intrusions into the Protected Airspace of Airports

It is unclear whether the *Airport Building Height (Regulated) Overlay* proposed in the pending draft *Planning and Design Code* will be adequate to ensure assessments by relevant assessment authorities consider appropriate building heights- this layer triggers a statutory referral to DIRDC, however this does not address the statutory referral issues which were resolved by the Federal Government several years ago.

2

Guideline I: Managing the Risk in Public Safety Areas at the Ends of Airport Runways

Council's current position, with regard to Public Safety Areas (PSA) at the ends of the airport runways, is that it is the responsibility of the State Government to determine and implement a suitable response to Public Safety Areas on relevant land **external** to the Airport boundary, thus preventing increased development of additional residential or sensitive land uses that might otherwise further impinge future growth and operations of the Airport.

Council's City Prosperity aspiration in the Community Plan for accessible and reliable transport options includes a long term strategy to facilitate the healthy, safe and effective movement of people through the city. The City of West Torrens Community Plan highlights the community ambition to foster well-being and safety within the built form and maintain health and safety standards. NASAG Guideline I - Managing the Risk at Public Safety Areas at the Ends of Airport Runways, recommends recognising Public Safety Areas on Commonwealth land through the Airport Master Plan process, meanwhile external to the Airport boundary this risk is State Government's responsibility.

The South Australian State Government has not yet determined which model will be used to calculate Public Safety Areas and, therefore, Public Safety Areas were not mapped in the draft Planning and Design Code released for comment. As such, a position on public safety areas could not be decided in time for inclusion in AAL's preliminary draft Adelaide Airport Master Plan, which recently completed its public consultation phase.

Once the State Government has reached a decision on the appropriate model to be applied to calculate the Public Safety Areas, Council seeks a coordinated approach to identifying the affected areas both within, and outside of the Airport boundary.

Terms of Reference Question Responses:**Is the NASF reflected in policy, guidance and any other planning advice?**

The draft *Planning and Design Code* includes the following policy or relevance to implementing the NASF Guidelines:

- Aircraft Noise Exposure Overlay
- Airport Building Heights (Regulated) Overlay
- Building Near Airfields Overlay

The Aircraft Noise Exposure Overlay is inadequately mapped within the West Torrens section of the draft *Planning and Design Code*, as it fails to implement the updated ANEF, instead referencing severely outdated mapping of ANEF 30+ contour.

The Airport Building Heights (Regulated) Overlay provides for referrals to the Department of Infrastructure, Regional Development and Cities in relation to buildings heights and with consideration to building generated turbulence and windshear which are not specific to the issues.

The Building Near Airfields Overlay, applies across the West Torrens Council area and has the effect of eliminating access to "Deemed to Satisfy" processing pathway, thereby requiring all applications undergo performance assessment. It provides limited additional policy against which to assess such development; notably missing the opportunity to identify public safety areas and ANEF contours.

Within the Council area the Overlay applies to development in all residential zones and some non-residential zones (a full assessment of implications external to the Council area has not been undertaken). All **residential** development in residential and non-residential zones triggers this overlay policy to be considered. However, **non-residential development** *outside of* residential areas may not trigger the overlay provisions, which is problematic given that the types of development listed in the policy, such as: food packing and processing plant, horticulture, waste transfer station etc. are non-residential uses that are more likely to be established outside the residential area, and therefore not trigger the policy.

3

As mentioned above, some elements of Guidelines A, C, and E (Aircraft Noise, Wildlife Strikes and Distraction from Lighting Glare) have been somewhat reflected in the new draft *Planning and Design Code* for South Australia in a new "Building Near Airfields" Overlay. The limited extent of the policy in this overlay is as follows:

<p>DO1 - Management of lighting and bird attraction impacts on the operational and safety requirements of certified commercial and military airfields, airports, airstrips and helicopter landing sites.</p> <p>Performance Outcomes and Deemed to Satisfy/ Designated Performance Outcome Criteria</p> <p>PO 1.1 Outdoor lighting does not pose a hazard to commercial or military aircraft operations. DTS/DPF 1.1 Development does not include floodlighting.</p> <p>PO 1.2 Development likely to attract birds adequately separated from airfields to minimise the potential for aircraft bird strike. DTS/DPF 1.2 Development incorporating one or more of the following land uses is located not less than 3km from the boundaries of the airport used for commercial or military aircraft:</p> <ul style="list-style-type: none"> a. food packing/processing plant b. horticulture c. intensive animal husbandry d. showground e. waste management facility f. waste transfer station g. wetland; or h. wildlife sanctuary <p>PO 1.3 Buildings or structure that are sensitive to aircraft noise designed to minimise aircraft noise intrusion and provide appropriate interior amenity. DTS/DPF 1.3 None are applicable</p> <p>Procedural Matters- no referrals triggered by this Overlay.</p>

Indications from Development Assessment staff who have road-tested the new draft policy confirm that additional information is required to guide the assessment process to ensure relevant aspects of the NASF are considered in the assessment process. While Council's Development Plan policy currently refers to *AS2021 Australia Standard - Acoustics—Aircraft noise intrusion— Building siting and construction*, the impending policy provides no such guidance. There is no guidance as to what development modifications may be deemed appropriate to address this overlay policy.

As the draft version of the *Planning and Design Code* is subject to change, it is also unclear if the scope of this overlay may be changed. The impact of this overlay and where it sits in a hierarchy of multiple overlays is not known at this early stage of the consultation on the *Planning and Design Code*- as the South Australian Department of Planning Transport and Infrastructure has yet to provide detailed advice to Council and/or Community Stakeholders, on the document which is already on consultation.

What impediments (if any) have there been to full implementation?

Policy needs to be evidence-based and navigate political and technical considerations to facilitate adoption. The evidence on which policy is based must be clearly articulated in 'lay-person' language so that it can be understood at all levels.

It is considered that the National Airport Safeguarding Framework's current status as merely a guideline which jurisdictions choose to follow voluntarily, contributes to a lack of adherence. If there was a way to provide incentives to abide by the guidelines, or disincentives to ignore them, adherence may be improved. If there was a way to provide incentives to abide by the guidelines, or disincentives to ignore them, adherence may be improved.

As an example of an incentive: a previous Federal Government scheme which provided funding for additional noise insulation to mitigate the impacts of aircraft noise to existing dwellings (in an area

4

roughly aligned to the 30+ ANEF current at the time) was popular and demonstrated a commitment at the Federal level to address concerns associated with aircraft noise.

Any specific case study to illustrate the impact of NASF on land use planning decisions.

The State Planning Commission and DPTI are currently undertaking the most significant Planning Reform in a generation, with a general goal of increasing residential densities. In South Australia where the capital city airport has grown up alongside residential development, the conflict between existing residential development and the growing airport is increasing. Council's survey suggests that since the larger international Jumbo Jets have been arriving at Adelaide Airport noise and vibration caused by aircraft traffic has become an increasing concern for residents.

A key opportunity has been missed to future proof the airport's location by planning for intended land uses around the airport that reduce the opportunity for additional dwellings and other sensitive development in Public Safety Areas and areas affected by the ANEF noise contours. It is also somewhat disappointing that a position on public safety areas could not be decided in time for inclusion in AAL's preliminary draft Master Plan 2019, which recently completed its consultation phase.

A previous version of Council's Development Plan included clear design techniques to provide guidance on ways in which to design dwellings to reduce the intrusion of aircraft noise into a dwelling or dwelling extension.

Encl x2

- Experiences of Aircraft Noise Survey Report
- Relevant policy in draft *Planning and Design Code*

5

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City of West Torrens Response to NASF Implementation Review

Aircraft Noise Survey Outcomes Report- Presented to Council 6 November 2018

Introduction

A report on Aircraft Noise was presented to the 12 December 2017 meeting of Council (**Attachment 1**). This report recommended

- *1. **Option 3** (use the ANEF contour map, recognise >25 ANEF as the threshold for managing aircraft noise and exclude land divisions in >30 ANEF) with additional prescriptive measures detailed in this report be adopted as Council's position on the management of aircraft noise which the Administration will use to influence the Department for Planning, Transport and Infrastructure's (DPTI) development of the new Planning and Design Code.'

Option 3, as detailed in **Attachment 1** is as follows:

***Option 3 (Preferred Option)**

Use the ANEF contour map, recognise >25 ANEF as the threshold for managing aircraft noise and exclude land divisions in >30 ANEF.

This option results in no change to the treatment of those properties between 25 and 30 ANEF detailed in option 2 but does vary the requirements for properties within > 30 ANEF in that it prevents any subdivision of land in these areas. This would not apply to the replacement of existing dwellings or additions to existing dwellings.

This option more closely aligns with AS 2021:2015 and provides a greater balance between development potential and amenity (noise impacts). However, it will have the effect of limiting the subdivision potential of approximately 800 sites and would potentially be more limiting than the current system which is assessed on merit.'

Option 3 also proposed the following additional measures to give more certainty to applicants in terms of the acoustic levels that are likely to be achievable within a dwelling at a particular site:

- Development should be designed and located having regard to the flight paths, height restrictions and noise exposure forecasts issued by Adelaide Airport Limited.
- Residential development on land within the area defined by Fig R1/1 is affected by aircraft noise from Adelaide Airport and should be designed, constructed and insulated to minimise the effects of noise.
- Dwellings (and dwelling additions - where such additions have a floor area equal to or greater than 50 percent of the existing dwelling) 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 the following construction techniques:
 - a. shielding windows and doors with external blinds or verandahs;
 - b. using masonry walls for external walls and if brick veneer construction is used fully, by insulating the cavity wall with 75 millimetres to 100 millimetres insulation (rockwool or fibreglass)
 - c. keeping window size to a minimum and using at least 6 millimetres single glazing or double glazed windows; where possible, windows of sensitive rooms should be oriented away from the direction of view to the flight path;
 - d. air-conditioning sensitive rooms using a split or ducted system. Wall mounted air-conditioning units should not be used as they provide a weak path for sound transmission;
 - e. shielding doors with an entrance verandah and using a solid core construction;
 - f. sealing airtight all cracks in the housing construction. Cracks between doors, windows and the house construction should also be weather sealed;

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City of West Torrens Response to NASF Implementation Review

- g. positioning air exhausts in non-sensitive rooms, e.g. wall vents should not be placed in bedrooms or living rooms; and
- h. insulating the ceiling space with 75 millimetres to 100 millimetres ceiling insulation (rockwool or fibreglass)

Council deferred that report (**Attachment 1**) and resolved:

"As City of West Torrens residents are particularly affected by this aircraft noise policy position, Council writes to the Minister to advise that Council intends to undertake essential consultation with affected residents and request that no decisions be made with regard to the Aircraft Noise land use planning policy until such time as Council has completed that consultation and determined its position with regard to the management of aircraft noise."

This report presents the findings of the consultation undertaken and was presented to the 16 October meeting of the Strategy and Community Committee meeting where it was deferred for consideration at the next meeting of Council on 6 November 2018.

Given the advancement to building techniques over time, the recommendation has been amended to be less prescriptive in terms of building techniques for noise attenuation to allow for those advances.

Discussion

The 'Experiences of Aircraft Noise' consultation was developed as an online survey with the ability for residents to request a hard copy if required. More than 12,000 letters were sent to residents and property owners living **within** ANEF contours advising of the opportunity to participate and directing them to the online survey.

The survey was designed to canvass the range of experiences of aircraft noise felt by residents and property owners in West Torrens. The majority of responses were received from property owners with properties within the ANEF contour areas. Fewer responses were received from non-ratepaying residents some of whom lived outside of the ANEF contour areas. In total:

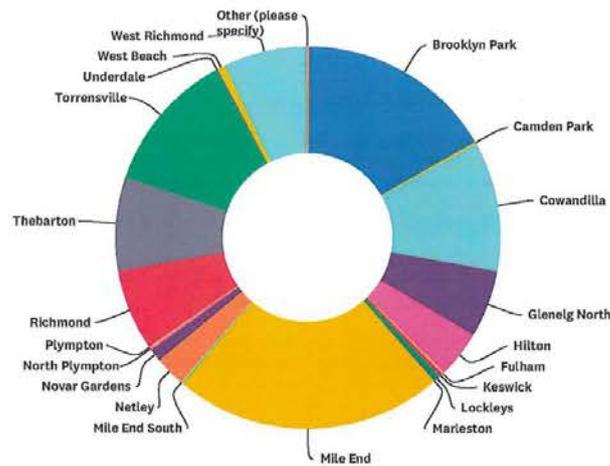
- 618 responses were received online
- 36 respondents provided input to the survey by phone or hard copy

The majority of responses were received in relation to the experience of aircraft noise in Brooklyn Park and Mile End (more than 100 responses for each suburb). This is roughly consistent with the fact that these suburbs are overrepresented in the ANEF contour areas. However, the survey provides valuable information of trends in responses and the wide range of experiences of those people living in the ANEF areas.

A breakdown of the survey response suburbs is shown in the chart below:

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City of West Torrens Response to NASF Implementation Review

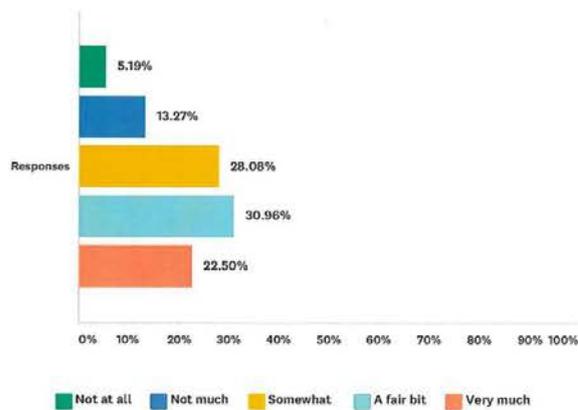


The questions canvassed decisions about moving in and buying in the area; with more than 50% of property owners in ANEF areas indicating that they would not buy in the area or might reconsider their purchase, based on current levels of aircraft noise.

Extent of Aircraft Noise Impacts

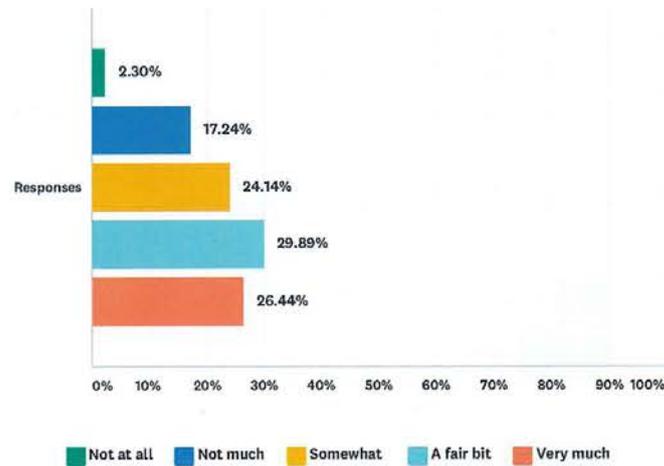
The majority of property owners in ANEF contours indicating they were "somewhat" affected, or greater, by aircraft noise as shown in the graphs below.

Property Owners



City of West Torrens Response to NASF Implementation Review

Non-Owners



The effects did not vary considerably between owners and non-owners which would be expected.

The common effects stated in the comments section of the survey included:

- Noise
- Sleep
- Curfew

Some also stated health impacts but many stated no impact with comments that "you get used to it" or similar.

For those who did feel impacted by aircraft noise, 'impact on sleep' was the highest single concern identified. The current curfew was indicated as a strong protective factor with some respondents specifically identifying that breaches of the curfew created problems for sleep.

Health concerns and impacts on quality of life (including the ability to focus on tertiary studies) were common experiences, with one extreme case indicating their child had to move out of the area to be able to concentrate on university studies, and another example at the other end of the spectrum suggesting a move would be required for comfortable retirement. Parents also cited aircraft noise as an issue for baby sleep routines.

Furthermore multiple responses indicated that health impacts were not only tied to aircraft noise, but also the smell of aviation fuel vapours and perceived environmental contamination, such as sooty air and potential contamination of rainwater collected in tanks under the flight path. Multiple responses suggested additional trees in the area may assist to dissipate aircraft noise, and/or help purify and filter the air.

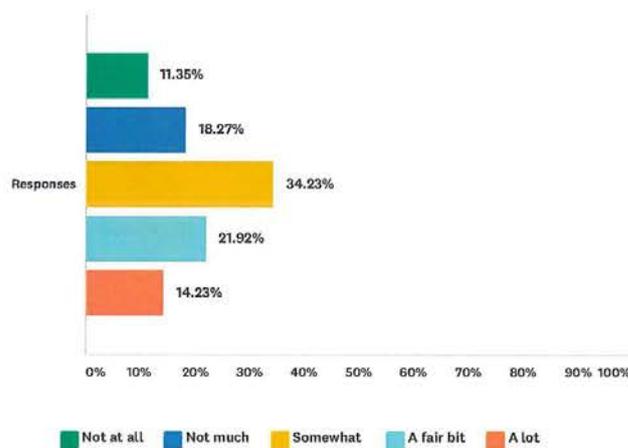
City of West Torrens Response to NASF Implementation Review

Vibrations, rattles and/or shakes felt in the household as aircraft fly overhead were experienced by a number of respondent property owners in the ANEF contour areas, and in some extreme cases cracks, window shattering and breakages were attributed to aircraft flying overhead.

Respondents also commonly experienced annoyance at interrupted television and radio listening as well as halted conversations and phone calls when flights passed overhead. Outdoor amenity and the ability to entertain outdoors in comfort was also compromised by the noise of flights. A few responses also identified limitations of noise attenuation as the sole solution to aircraft noise.

Consideration of Aircraft Noise in Purchasing Property or Moving Into Areas Affected by Aircraft Noise

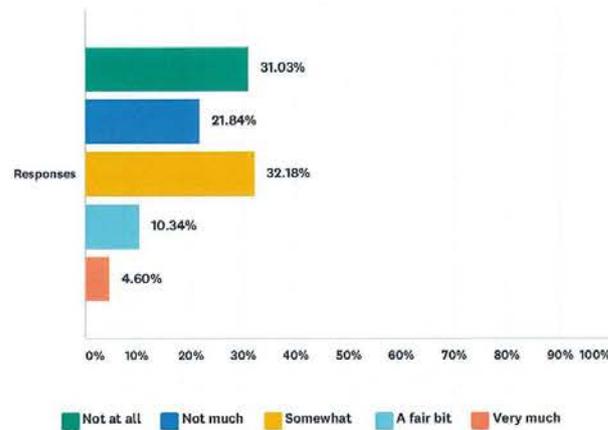
Property owners were asked to what extent they considered proximity to the airport and the potential effects of aircraft noise when considering purchasing their property. The majority gave it at least some consideration (68%) with half of those giving it considerable weight.



A follow up question asked if the owner could go back in time, would they have purchased the property given what they experience now in terms of aircraft noise. Over 50% of the respondents said they may or would have reconsidered.

For non-owners, the consideration was considerably less with 53% not considering proximity or effects much at all.

City of West Torrens Response to NASF Implementation Review



However, 48% of non-owner respondents may or would have reconsidered their decision to move into an area affected by aircraft noise.

Causes of Aircraft Noise Impacts

Respondents had the ability to make any comments regarding aircraft noise and its impacts on their household. Many chose to comment on the causes of aircraft noise impacts which provided useful information when considering possible options for dealing with the effects.

Respondents in the ANEF contour submitted various experiences as to the key causes of the noise. Experiences indicated that the flight path had altered in recent times, with many responses suggesting flights that take off over the city, or land from over the city created the most noise while others found noise on the ground to be more of a disturbance.

Several long term residents that have lived in the area for ten or more years noted a considerable increase in noise in recent times. While several responses indicated that 'you get used to the noise after a while', some respondents indicated that it had reached a tipping point, where they were now no longer able to tolerate the level of noise.

Many responses indicated that larger aircraft tended to be more problematic with Emirates, Qatar, Cathay Pacific and Singapore Airlines all identified in multiple responses. A few responses made the observation that *some* larger aircraft actually have a quieter engine than other aircraft. While another response suggested that any new aircraft should not exceed the noise levels of existing aircraft that access the Airport. The increasing frequency of flights along with flights that fly low overhead were also cited as contributing factors in a number of responses.

Long term residents indicated differing experiences with aircraft noise and provided interesting perspective, many having lived in the area for more than 30 years, with at least one responder stating they had lived in the area for 56 years. Some long term resident/owners felt the situation was bearable as long as the curfew remained in place. However, many long term resident/owners indicated that noise and/or frequency of flights is increasing unreasonable and/or while it once didn't bother them, it is now becoming an issue.

City of West Torrens Response to NASF Implementation Review

Some long term resident/owners of land in the ANEF contours even expressed or indicated regret at having purchased in the area:

Meanwhile, respondents who identified themselves as long term residents/property owners were most likely of any responders to share the view that 'you get used to the noise'.

Potential Treatments and Solutions

Respondents made a number of comments which can be used to inform potential treatments or solutions. Most of these are outside of the control of Council but Council may have a role in influencing third parties such as the airport and State Government through the planning reform process to provide better outcomes for the community.

1. Communication

Several responses praised and thanked Council's efforts to provide a voice to the residents, with some expressing dissatisfaction at the level of information available and level of service provided by agencies tasked with addressing aircraft noise.

Furthermore, respondents indicated a desire for more open and transparent communication about Airport operations and aircraft movement, with a handful of respondents taking the initiative to indicate their interest in taking part on any future strategy development and/or consultation in regard to aircraft noise.

Council can continue to liaise with the Adelaide Airport through a number of existing channels and advocate on behalf of the community.

2. Airport Operations

The maintenance of the curfew was the single most mentioned concern. While the curfew was not mentioned in materials supporting the survey it seemed some residents saw this survey as an unofficial vote on the issue of retaining the curfew (or not). Interestingly, despite extensive media coverage of the Federal Government's proposed Public Safety Zones during the course of the survey feedback period, only 5 responses made reference to issues of safety in relation to proximity of runways proposed to be addressed through the NASF Guidelines on Public Safety Zones at the Ends of Airport Runways.

A large number of responses indicated that aircraft noise was tolerable, provided that the reprieve offered by the curfew is maintained. Some responses indicated additional hours of 'no flights' would be preferred, while others indicated without the curfew, they would move out of the area. Some respondents even suggested how residents could be informed and how breaches of curfew and or changes to the curfew should be addressed to benefit the residents.

Suggested changes to operations included greater penalties for breaching curfew and encouraging aircraft modification to reduce noise.

A small number of responses suggested additional works that the Airport could undertake at their boundary to contain the impact of aircraft noise (particularly relating to landing, take off and engine testing on the ground) and also that Adelaide Airport needed to take greater responsibility for minimising aircraft noise.

Responses were divided over whether batching of flights had a negative or positive impact.

Alternate views that saw economic benefit in 24/7 airport operation were presented in fewer responses.

Council can continue to liaise with the Adelaide Airport through a number of existing channels and advocate on behalf of the community.

3. Relocate the Airport

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Other responses suggested moving the airport altogether. Land to the north of the Adelaide metropolitan area was the favoured location for a relocated airport (a variety of locations were suggested including Parafield, Edinburgh, north of Two Wells, near Gawler and generally 'North', with one suggestion for Normanville in the south).

Some responses indicated an acceptance that the airport in this location was here to stay, meanwhile, significantly fewer responses suggested a buyer beware approach.

As Council has no influence on the location of the airport, no action is recommended.

4. Policy Positions

4.1 Land Uses in ANEF Areas

A free text response was available for survey respondents to make suggestions as to what type of development/properties/land uses may be suitable in areas affected by aircraft noise.

Responses provided several suggestions as to alternate uses in and around the current airport land. Justification for the status quo and pro-development sentiment featured in some responses. Alternate views submitted included some responses that acknowledged the economic benefit of having the airport located so close to the city and responses that presented an optimistic outlook on the ability for residential to happily co-exist with the airport.

Responses from property owners varied considerably, with some popular responses including industry/warehousing, commercial and shopping centres/retail. However, the opposite view was also expressed with concern regarding encroachment from non-residential uses, as expressed in this response received:

"I would be totally opposed to increasing commercial use in these areas. My observation of the commercial property development has been that it detracts from the amenity of nearby residential areas."

Several responses indicated that residential was fine, or just keep things the same. Equally popular were mentions of residential land uses **that included noise attenuation**.

Other common responses included:

- Gardens and parks (including some suggestions for carbon offsetting), sporting, recreational and golf course.

There were also several mentions of the potential benefits of street trees and greening to reduce the impacts of, not only aircraft noise, but also potential odour and pollution from aviation fuel drop.

Progressive suggestions that build on the economic development and tourism benefits of the airport included:

R146: "More facilities after hours locally for airport workers e.g. gyms, eateries, close to the airport (noisiest area) rather than residences."

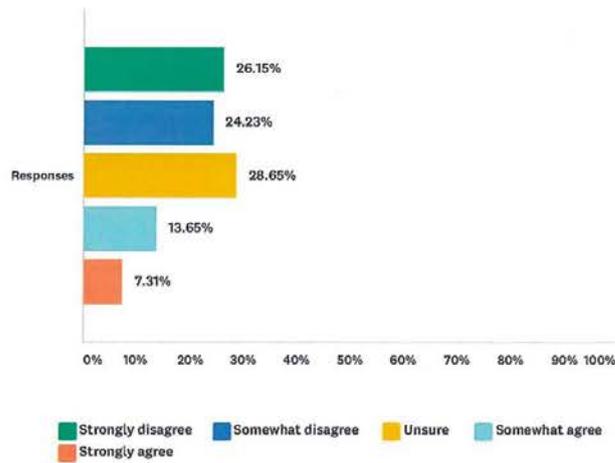
R117: "...some sort of park for "plane spotting"... (including)... "fixed features of binoculars and information about planes... a nice positive highlight about our proximity to the airport and this good asset we have in our area."

4.2 Development in Areas Affected by Aircraft Noise

The survey included a question on whether people agreed that the planning system should be encouraging more people to live in areas where aircraft noise may be experienced by allowing more houses to be built in these areas. Approximately 50% of property owners disagreed or strongly disagreed with the statement and only 20% agreeing that it is a good idea as shown in the graph below:

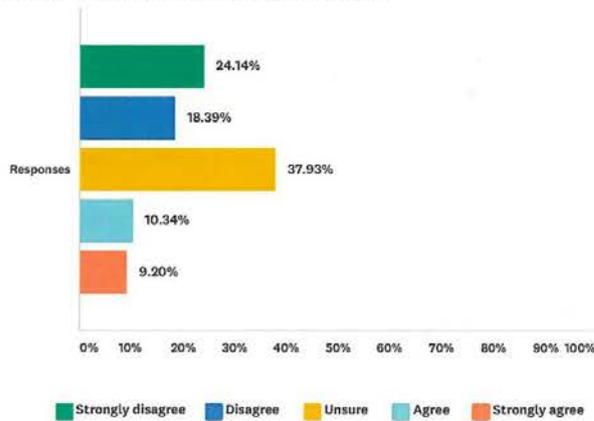
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This was coupled by 72% of property owners stating they were unlikely to or definitely not going to subdivide in the next 10 to 20 years.

A large proportion of non-owners (42%) also disagreed that the planning system should encourage more people to live in areas affected by aircraft noise.

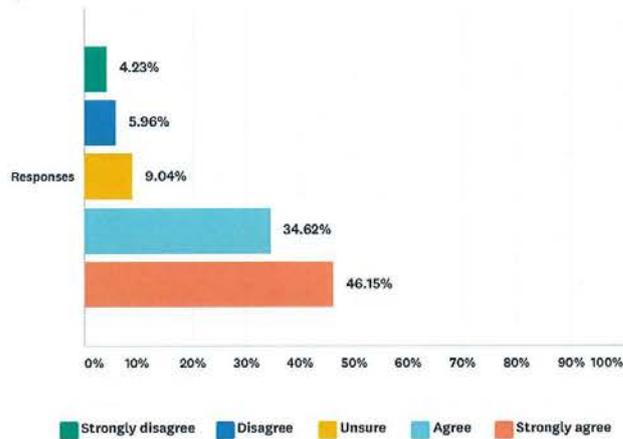


4.3 Noise Attenuation and Grants

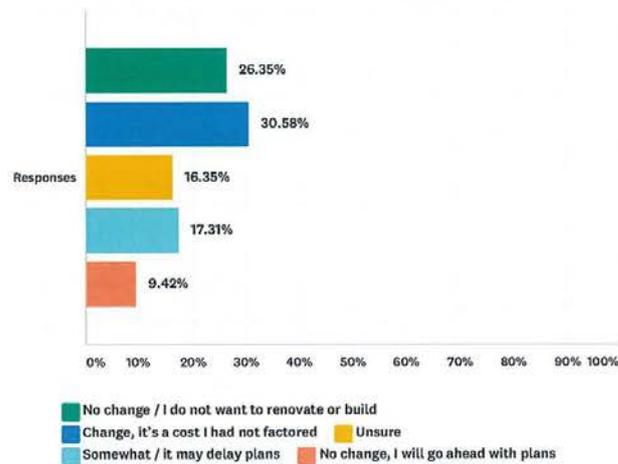
Less than 25% of responses indicated their property had noise attenuation. In a subsequent question, the majority (81%) of property owner responses in the ANEF contours agreed or strongly agreed that new homes under the flight path should be required to be built in a way that prevents or minimises the occupants' experiences of aircraft noise.

City of West Torrens Response to NASF Implementation Review

Around 10% of property owners in the ANEF contours (53 responses) disagreed or strongly disagreed.



However, the cost of noise attenuation measures would discourage a significant proportion (57%) from renovating or building a new dwelling on their property. Responses presented differing views on the tension between noise attenuation as a solution, and building costs in the area.



Many responses indicated support for the concept of additional building insulation, double glazing and use of construction materials that ameliorate aircraft noise. The majority of such responses also indicated a preference that the subsidy be reinstated.

Several responses suggested mechanisms by which noise attenuation could be funded, including fines for breaches of curfew to fund grants.

City of West Torrens Response to NASF Implementation Review

Fewer responses included consideration of elements in the public realm which may assist with noise reduction. Such suggestions include increased tree canopy to filter air and assist dissipation of aircraft noise.

4.4 Current Planning Considerations of Aircraft Noise

The current process for planning applications is that for applications in the ANEF ≥ 25 , an acoustic report is requested which details recommendations for measures for the building work to meet AS2021 and these recommendations shall be included in the design of the building. While the process for ≥ 25 , ≥ 30 and ≥ 35 vary somewhat, the basic premise is that there must be demonstration that the development can achieve compliance with AS2021.

Decisions of the ERD Court identified that the current Development Plan does not contain sufficient rigour to refuse land divisions in ANEF ≥ 30 , however, meeting AS2021 is a requirement.

Consequently, the current planning approach is that land division in the >30 ANEF area have been approved with consideration of noise attenuation being left until the assessment of the built form (dwelling) application.

This approach is different to the proposed policy position and interpretation of the Australian Standard that is now recommended in this report to most effectively balance the outcomes of the survey, community aspirations and the Australian Standard.

4.5 Future Directions

It is likely that the issue of development within ANEF contours and around the airport in general will be considered in the Planning and Design Code. The Aircraft Noise Survey was designed to inform Council's policy position in relation to development in areas affected by aircraft noise. The survey results showed a majority support for:

- Not encouraging more building and residents within the areas affected by aircraft noise
- Ensuring noise attenuation measures are a requirement of new homes built in the areas affected by aircraft noise
- Consider alternative land uses in areas affected by aircraft noise

This position is supported by the NASF Guideline - Managing the Risk in Public Safety Zones at the end of Runways which actively discourages having people located in areas 1km from the end of airport runways.

The position is more restrictive than the under the current Development Plan and it is likely to be at odds with the State Government's infill targets. Balancing these competing priorities is challenging but Council has an opportunity to influence the outcomes through the Planning and Design Code. It is proposed that the position contained in recommendation 1 of **Attachment 1** be used to influence the Planning and Design Code as it supports the findings of the survey and is still consistent with Table 2.1 of *AS2021-2015* (table included in **Attachment 2**). However, it should be recognised that while this may be the position advocated by Council, there is no guarantee this will be incorporated into the Code.

Additional Considerations

The ANEF contours above ANEF 25 need to be spatially recognised in a layer in the Planning and Design Code so that potential purchasers and developers can be aware of the potential for aircraft noise and make informed decisions and consider appropriate acoustic measures when developing, redeveloping or renovating property in areas likely to be affected by aircraft noise.

City of West Torrens Response to NASF Implementation Review

All homes in areas most affected by aircraft noise (new residential development in contours greater than ANEF 25) are required to meet AS2021 to ensure liveability and appropriate acoustic treatment for internal comfort.

Currently, there is no trigger in the assessment system to pick up the issue of potential aircraft noise issues for any development progressed under the ROSAS scheme (State Government's Renewing our Streets and Suburbs program) and Residential Code Development. It is considered that this is not only an unfair loophole but that it is a reasonable expectation that all development meet the AS2021 requirements. This is to ensure that amenity and public health of new and existing residents are not unreasonably impacted upon by the Adelaide Airport but to enable compatibility as best as possible between the two land uses.

Alternatively, the current Minister's Residential Development Code layer should be updated to ensure properties in ANEF 25+ are **not included** eligible for Minister's Residential Code Development, and therefore not encouraged for development and further sub-division.)

Design Techniques which are known to assist in reducing internal acoustic noise be included in the Residential Development Code as a guide for those designing new development in areas most affected by aircraft noise. Again, with reference to ANEF contours rather than Overlay Map depicting Areas affected by aircraft noise.

In addition, Council's strategic plans around open space and green cover as well as other public realm design elements can assist to improve the quality of life for the community within areas affected by aircraft noise.

The findings of the survey did not present any significant surprises, however the community appreciated the opportunity to share their experiences.

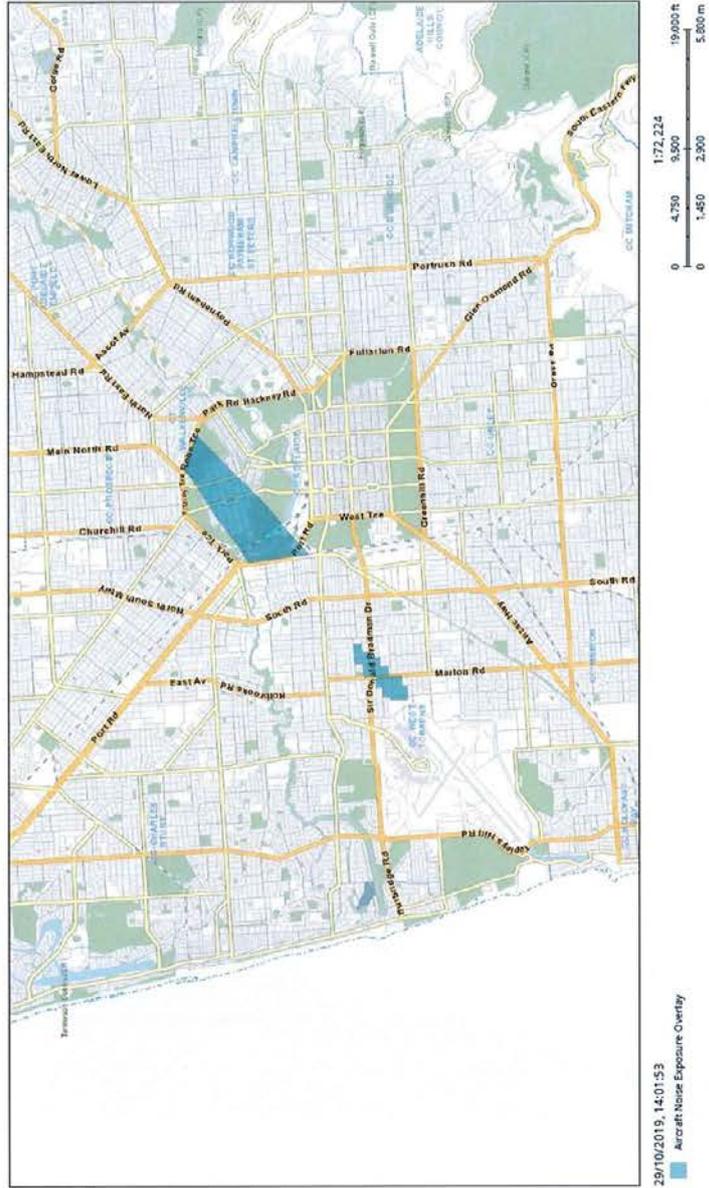
Conclusion

This report presents the outcomes of the 'Experiences of Aircraft Noise' consultation and proposes a policy position, with respect to aircraft noise, to be used to influence DPTI's proposed *Planning and Design Code*.

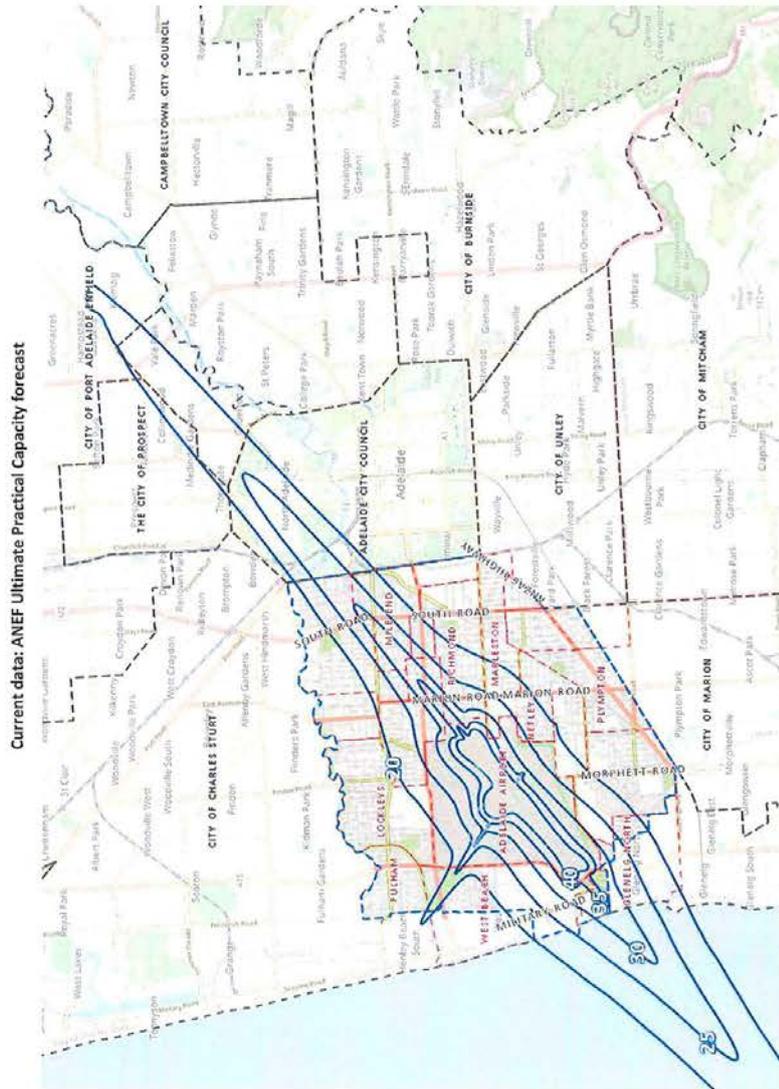
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SA Planning and Design Code Aircraft Noise Overlay Map for inner metropolitan Adelaide area



Note: Blocked out area in the City of West Torrens, (outdated) noise contour mapping starts from the City of Adelaide Council Boundary - noise contour mapping stops abruptly at Robe Tce at the City of Adelaide boundary. Current ANEF not indicated



Current data: ANEF Ultimate Practical Capacity forecast

Note: Much larger areas of metropolitan Adelaide and especially WTCC will be impacted



**Attachment Two:
West Torrens Historic and Character Area Statements**



Elston Street Historic Area Statement (WeTo1)

Eras and themes	1890's - 1920's
Allotments and subdivision patterns	Low to very low density site areas. Wide frontages. Detached dwellings on substantial allotments
Architectural features	Predominantly Federation villa style homes with examples of Bungalows and Art Deco dwellings Bay windows. Hip, gable and Dutch gable roofs. Integrated and complementary verandahs / porticos. Simple façade detailing.
Building height	Generally single storey. Second storey within the roof space
Materials	Stone. Brick. Limited rendered masonry. Corrugated pre-coloured or galvanised iron sheeting. Timber windows. Brick chimneys
Fencing	Low fencing facilitating views of the dwelling. Post and rail with woven wire. Low level stone or masonry. Timber picket.
Setting and public realm features	Strong uniformity of layout and buildings. Consistent side and rear setbacks, large private yards. Traditional well-maintained gardens. Regularly spaced trees. Carports and garages are located behind the main face of dwellings. Driveways have not interfered with street trees. There are no shared driveways. Dwelling additions are located at the rear of the main dwelling.

Mile End Historic Area Statement (WeTo2)

Eras and themes	1860's - 1920's
Allotments and subdivision patterns	Strong uniformity of allotment pattern. Low to very low density site areas. Wide frontages. Subdivision has reinforced the existing allotment pattern. Detached and semi-detached dwellings are prevalent.
Architectural features	Predominantly detached Victorian villas with examples of Victorian semidetached row dwellings; Victorian single fronted cottages Bungalows; Inter-war Art Deco dwellings; and Parapeted shopfronts. Bay windows. Gable and Dutch gable roofs. Steeply pitched hip roofs. Integrated and complementary verandahs / porticos
Building height	Generally single storey. Second storey within the roof space

Materials	Stone. Brick. Limited rendered masonry. Corrugated pre-coloured or galvanised iron sheeting. Timber windows. Leadlight windows. Iron and timber filigree. Red brick chimneys.
Fencing	Low fencing facilitating views of the dwelling. Post and rail with woven wire. Low level stone or masonry. Timber picket.
Setting and public realm features	Strong uniformity of layout and buildings. Generous side and rear setbacks, maintain large private yards. Traditional well-maintained gardens. Tree lined streets. Vehicles access sites via the rear lane ways where available. Driveways have not interfered with street trees. Dwelling additions are located at the rear of the main dwelling. Dwelling additions are located at the rear of the main dwelling.

Richmond Historic Area Statement (WeTo3)

Eras and themes	1900's - 1920's
Allotments and subdivision patterns	Strong uniformity of allotment pattern. Medium to low density. Rectangular shaped allotments with direct street frontage. Predominantly Row and semi-detached dwellings.
Architectural features	Predominantly Inter-war dwellings with examples of State Bank Bungalows and Art Deco dwellings Half-hipped (hipped gable roofs). Hip roofs. Integrated and complementary verandahs/porticos
Building height	Up to 2 storeys
Materials	Consistent material palette. Brick. Limited rendered masonry. Corrugated pre-coloured or galvanised iron sheeting. Timber windows. Brick chimneys
Fencing	No fencing or low fencing facilitating views of the dwelling
Setting and public realm features	Strong uniformity of layout and buildings. Consistent side and rear setbacks. Street trees. Carports and garages are located behind the main face of dwellings. Driveways have not interfered with street trees. There are no shared driveways. Dwelling additions are located at the rear of the main dwelling.

Rose Street Historic Area Statement (WeTo4)

Eras and themes	1900's - 1920's
Allotments and subdivision patterns	Strong uniformity of allotment pattern. Low to very low density site areas. Rectangular shaped allotments with direct street frontage. Narrow and deep allotments. Predominantly semi-detached dwellings to allotments
Architectural features	Strong uniformity in architectural style. Predominantly semi-detached Gothic workers cottages. Pitched roofs. Verandahs / porticos. Parapeted gable. Features associated with traditional era and style of buildings.
Materials	Strong uniformity in material palette. Stone. Brick. Corrugated precoloured or galvanised iron sheeting. Timber windows. Leadlight windows. Red brick chimneys
Setting and public realm features	Consistent front setbacks. Consistent side and rear setbacks. Traditional well-maintained gardens. Street trees. Vehicle access from laneways, particularly Rose Street. Carports and garages are located behind the main face of dwellings. Driveways have not interfered with street trees. There are no shared driveways. There are no crossovers to Rose Street. Dwelling additions are located at the rear of the main dwelling.
Fencing	No fencing or low fencing facilitating views of the dwelling. Timber picket to boundary
Building height	Generally single storey. Second storey within the roof space

Torrensville East Historic Area Statement (WeTo5)

Eras and themes	1890's - 1930's
Allotments and subdivision patterns	Low to very low density site areas. Wide frontages. Narrow and deep allotments. Consistent and uniform allotment pattern
Architectural features	Predominantly Victorian and Federation style villa and cottage dwellings with examples of Californian and State Bank Bungalows; Single fronted cottages; and Parapeted shopfronts. Hip, gable and Dutch gable roofs. Bay windows. Verandahs / porticos. Simple detailing. Window awnings
Building height	Generally single storey. Second storey within the roof space

Materials	Stone. Brick. Limited rendered masonry. Corrugated pre-coloured or galvanised iron sheeting. Tiled roofs. Timber windows. Iron and timber filigree. Red brick chimneys
Fencing	Low fencing to facilitate views of the dwelling. Post and rail with woven wire. Low level stone or masonry. Timber picket.
Setting and public realm features	Strong uniformity of layout and buildings. Consistent side and rear setbacks, large private yards. Traditional well-maintained gardens. Tree lined streets. Wide streets. Carports and garages are located behind the main face of dwellings. Driveways have not interfered with street trees. Dwelling additions are located at the rear of the main dwelling.

Urban Corridor (High Street) Historic Area Statement (WeTo6)

Eras and themes	1890's - 1920's
Allotments and subdivision patterns	Linear pattern of development along Henley Beach Road. Medium density site areas. Narrow/deep tenancies. Continuous shopfronts. Fine grained
Architectural features	Predominantly ornate parapeted, glazed shopfronts. Pedimented parapets. Hidden roof forms. Elaborate parapet treatments. Traditional verandahs. Ornamental timber verandah posts
Building height	Predominantly single storey. Two storey on corner allotments
Materials	Rendered masonry. Stone. Masonry. Brick. Timber shopfronts. Corrugated pre-coloured or galvanised iron sheeting. Pressed Metal. Timber verandahs. Materials, finishes and colours associated with of original eras and styles.
Fencing	[Not stated]
Setting and public realm features	Commercial Strip. Continuous shopfronts. No setback to front boundary. Verandahs over footpath. Tree lined streets. Intimate and engaging public interface. Ground floors exhibit a mixture of land uses. Building additions are located at the rear of the main building.

Ashford Character Area Statement (WeTo-C1)

Eras and themes	1920's - 1940's
Allotments and subdivision patterns	Strong uniformity of allotment pattern. Low to very low density site areas. Wide street frontages. Medium sized detached dwellings on substantial allotments
Architectural features	Predominantly Tudor and Bungalow dwellings. Articulated hip and gable roofs. Verandahs / porticos. Verandahs as continuation of main roof structure
Building height	Generally single storey. Second storey within the roof space
Materials	Brick. Painted brick. Stone. Rendered masonry. Corrugated precoloured or galvanised iron sheeting. Tiled roofs. Timber windows
Fencing	Low fencing facilitating views of the dwelling. Post and rail with woven wire. Low level stone or masonry. Timber picket
Setting and public realm features	Strong uniformity of layout and buildings. Consistent side and rear setbacks, large private yards. Generous traditional well-maintained gardens. Tree lined streets. Carports and garages are located behind the main face of dwellings. Dwelling additions are located at the rear of the main dwelling.

Cowandilla / Mile End West Character Area Statement (WeTo-C2)

Eras and themes	1920's - 1940's
Allotments and subdivision patterns	Strong uniformity of allotment pattern. Low to very low density site areas. Narrow and deep allotments. Detached and semi-detached dwellings on substantial allotments
Architectural features	Predominantly Californian and State Bank Bungalows with some examples of Spanish Mission; Dutch Colonial dwellings; Detached and semi-detached federation cottages/villas; Victorian era cottages/villas; and Early inter-war dwellings. Gable and Dutch gable roofs with hips. Verandahs / porticos
Building height	Generally single storey. Second storey within the roof space or is complementary to adjoining buildings.
Materials	Brick. Painted brick. Stone. Rendered masonry. Corrugated precoloured or galvanised iron sheeting. Timber windows. Brick/red brick chimneys

Fencing	Low fencing facilitating views of the dwelling. Post and rail with woven wire. Low level stone or masonry. Timber picket
Setting and public realm features	Strong uniformity of layout and buildings. Consistent side and rear setbacks, large private yards. Generous traditional well-maintained gardens. Tree lined streets. Carports and garages are located behind the main face of dwellings. Dwelling additions are located at the rear of the main dwelling.

Glandore Character Area Statement (WeTo-C3)

Eras and themes	1920's - 1940's
Allotments and subdivision patterns	Strong uniformity of allotment pattern. Low to very low density site areas. Wide street frontages. Detached on substantial allotments
Architectural features	Predominantly Bungalows with some examples of Spanish Mission; Dutch Colonial; Tudor; Inter-war old English; and Inter-war Art Deco dwellings. Hip, gable and Dutch gable roofs. Verandahs / porticos. Verandahs as continuation of main roof structure
Building height	Generally single storey. Second storey within the roof space
Materials	Brick. Painted brick. Stone. Rendered masonry. Corrugated precoloured or galvanised iron sheeting. Timber windows. Brick/red brick chimneys. Painted masonry decorative columns
Fencing	Low fencing facilitating views of the dwelling. Post and rail with woven wire. Low level stone or masonry. Timber picket
Setting and public realm features	Strong uniformity of layout and buildings. Consistent side and rear setbacks, large private yards. Generous traditional well-maintained gardens. Tree lined streets. Carports and garages are located behind the main face of dwellings.

Lockleys Character Area Statement (WeTo-C4)

Eras and themes	1920's - 1950's
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Allotments and subdivision patterns	Strong uniformity of allotment pattern. Low to very low density site areas. Wide street frontages. Detached and semi-detached dwellings on substantial allotments
Architectural features	Mixture of Bungalows, Tudor, Dutch Colonial and Art deco style dwellings with examples of Spanish Mission and Arts and Crafts. Pitched roofs. Verandahs / porticos
Building height	Single and double storey
Materials	Brick. Painted brick. Stone. Rendered masonry. Tiled roofs. Corrugated pre-coloured or galvanised iron sheeting
Fencing	No or low fencing facilitating views of the dwelling. Post and rail with woven wire. Low level stone or masonry. Timber picket
Setting and public realm features	Strong uniformity of layout and buildings. Consistent side and rear setbacks, large private yards. Wide side boundaries. Generous traditional well-maintained gardens. Tree lined streets. Low site coverage. Carports and garages are located behind the main face of dwellings.

Novar Gardens Character Area Statement (WeTo-C5)

Eras and themes	1950's - 1970's
Allotments and subdivision patterns	Low density site areas. Wide street frontages. Strong uniformity of allotment patterns. Detached dwellings on relatively square allotments
Architectural features	Predominantly Art deco dwellings. Pitched roofs with eaves. Verandahs / porticos
Building height	Single storey. Discreetly integrated two storey elements within roof space
Materials	Brick. Face stone. Corrugated pre-coloured or galvanised iron sheeting. Tiled roofs. Timber windows. Feature stone chimneys
Fencing	No front fences. Side fences no further forward than the building line
Setting and public realm features	Consistent front setbacks. Generous well-maintained gardens. Carports and garages are located behind the main face of dwellings.

Thebarton Character Area Statement (WeTo-C6)

Eras and themes	1890's - 1940's
Allotments and subdivision patterns	Medium to very low density site areas. Subdivision consistent with allotment pattern in the immediate locality. Detached, semi-detached and row dwellings on substantial allotments
Architectural features	Predominantly detached and semi-detached Victorian and Federation villas/cottages and Bungalow style dwellings with examples of Single fronted cottages; Row dwellings; and Tudor style dwellings. Hip, gable and Dutch gable roofs. Verandahs / porticos
Building height	Generally single storey. Second storey within the roof space
Materials	Brick. Painted brick. Stone. Corrugated pre-coloured or galvanised iron sheeting. Timber windows. Timber verandah posts. Timber filigree. Red brick chimneys
Fencing	Low fencing facilitating views of the dwelling. Post and rail with woven wire. Low level stone or masonry. Timber picket
Setting and public realm features	Front setbacks small to medium front and side setbacks. Large rear setbacks provide sense of space. Low site coverage. Well established tree lined streets. Narrow frontages (east of South Road). Carports and garages are located behind the main face of dwellings. Dwelling additions are located at the rear of the main dwelling. Vehicles access site via the rear laneway where they exist.

Torrensville Character Area Statement (WeTo-C7)

Eras and themes	1890's - 1940's
Allotments and subdivision patterns	Low to very low density site areas. Wide frontages. Commercial development along Henley Beach Road on smaller/ narrower allotments. Detached and semi-detached dwellings on substantial allotments
Architectural features	Predominantly Victorian and Federation Villas, Tudor and Bungalow style dwellings with examples of Row cottages; Single fronted cottages; Spanish Mission dwellings; and Parapeted shopfronts. Strong uniformity of layout and buildings. Hip, gable and Dutch gable roofs. Integrated and complementary verandahs / porticos

Building height	Generally single storey. Second storey within the roof space
Materials	Brick. Painted brick. Stone. Rendered masonry. Corrugated precoloured or galvanised iron sheeting. Timber windows. Brick chimneys
Fencing	Low fencing facilitating views of the dwelling. Post and rail with woven wire. Low level stone or masonry. Timber picket
Setting and public realm features	Large front and side setbacks. Consistent rear setbacks, large private yards. Traditional well-maintained gardens. Tree lined streets. Carports and garages are located behind the main face of dwellings. Dwelling additions are located at the rear of the main dwelling. Driveways have not interfered with street trees



Attachment Three:
**West Torrens Historic and Character Site Area and
Frontage (TNV) Recommendations**



Site Areas + Frontage Justification:

Initially Council proposed an allotment size and frontage width range in the Historic and Character Area statements provided to DPTI (currently on consultation until 28 February 2020), in order to:

- Provide consistency across Councils (as statements were initially proposed);
- Increase transparency and provide confidence in decision making ; and
- Reinstate control over allotment pattern which was lost by the consolidation of the Desired Character Statements.

Upon release of the Historic and Character Areas statements by DPTI it was evident that some information including the numerical figures provided for site areas and frontages, had been removed. DPTI administration indicated that these figures should be included in the Code as TNV's and suggested that Council provide some justification for their creation.

Numerical figures are not listed in all current Conservation and Character Policy Areas contained within Council's Development Plan, it must be acknowledged that the additional loss of current Desired Character Statements and unique Policy Area content (which provides a significant mechanism for qualitative assessment) will reduce the effectiveness of assessment certainty and expectation. Statements such as "*Subdivision will reinforce the existing allotment pattern*" are no longer included and are expected to significantly impact the assessment of an application, through policy being too weak and to interpretation on what the expectations of new divisions are.

In addition to this Council would like to highlight that some of the language used in the proposed Historical and Character Area statements is seen as ambiguous and misleading. For example when referring to 'Low density', it needs to be considered in context of the defined meaning which is "less than 35 dwellings per hectare". This equates to allotments of 285m² or greater and is not consistent with many of Historic and Character areas which have a prevailing allotment size much greater than this. There are also other terms such as "large" or "generous" which aren't defined and have different meaning to different people.

The justification provided in this report to further support the inclusion of minimum site areas and frontages has been collated from a series of documents, including:

- City of West Torrens Development Plan;
- Thebarton Heritage Review April 1996;
- City of West Torrens Heritage Survey, 1998;
- City of West Torrens Review of Local Heritage for Heritage PAR, 2003; and
- City of West Torrens, Local Character Study, June 2010.

It is noted that Council underwent a Housing Diversity Development Plan Amendment (DPA) in 2015 which rationalised its Heritage and Character areas. This recent policy change/ review undertaken through the Housing Diversity DPA provides additional weight to the significance to our Heritage and Character areas and any further loss is not supported.

In the most recent report (City of West Torrens Local Character Study 2010), specific reference is made to allotment size and being a critical factor contributing to the character of an area:

Significant character is partly related to heritage, but also to other factors including slope, front setbacks, street layout and widths, building era, building style and

materials, vegetation, allotment size and setbacks / curtilage. Areas that have significant character and are therefore valued by the community should be protected from development that will significantly alter their character.

In accordance with the reasoning above, Administration recommend in order of preference to have sufficient control of the allotment pattern in our Historical and Character Areas are as follows:

1. Establish a TNV which is placed over relevant properties;
2. If for some reason the above cannot be implemented, then significantly stronger wording relating to the allotment sizes and frontages be included or retained (as per Council's Development Plan) in the Historical and Character Area statements.

This report has been separated into each Historic or Character Area with excerpts from the documents previously mentioned provided as justification. A median calculation for frontages and site areas has also been provided to demonstrate actual dimensions 'on the ground' and how these related to the requested site area and frontage measurements. The use of median was preferred as it excludes outliers which would alter an average calculation, but minimum and maximums have been identified as well.

Elston Street Historic Area Statement (WeTo1)

The Elston St Historic Area Statement relates to the current Elston Street Conservation Policy Area 29 (locality shown in map below). Currently this Policy Area is sited within the Residential Zone, however is identified to transition to the Suburban Neighbourhood Zone, with a Historic Area Overlay. As mentioned earlier, the Council endorsed historic area statements (meeting 19 November 2019), were received by DPTI and amended prior to being released for community consultation.

The Elston Street Historic Area encompasses 23 allotments, of these, only two were created since the original land division (one in 1970 and the other in 2005). The remaining allotments are consistent with the original land division undertaken by Henry James Cowell a local farmer and architect. His original land division created 55 allotments measuring 60 feet (18.2 metres) by 162 feet (49.3 metres) creating allotments around 900m².



Map 1: Elston Street Historic Area

The suggested TNV for site area varies from that initially submitted to DPTI and endorsed by Council, with further review highlighting that 900m² is more aligned with the existing allotment pattern. The locality remains largely intact and is considered to be significant to the development of West Torrens as it is representative of the expansion of the suburbs in the first two decades of the twentieth century in which experimentation with new materials and styles occurred (Jensen Planning + Design, 2010).

The Development Plan identifies through the Desired Character Statement, as it relates to allotment pattern, the following:

...Allotments are at low to very low density and are generally deep, with wide frontages to main streets. Subdivision will reinforce the existing allotment pattern which is a significant positive feature of the Policy Area and there will be no shared driveways...

...Streetscape character elements including low front fencing, landscaping space in front yards, regular street trees and on-street visitor car parking will be supported by limiting vehicle cross-overs...

...Setbacks will be complementary to the boundary setbacks of existing buildings in the policy area...

With the above character statement in mind, and understanding that the character statement will no longer be retained, Administration are seeking the implementation of a TNV to apply as it relates to the predominant site area and frontage width within this historic area. The tables below identify the recommended TNV in light of previously suggested to DPTI, previous studies and the actual median site area or frontage within the locality. As seen in table 1 and table 2 below, it is clear that the historic area is of a small scale and remains largely intact, on this basis the revised recommendation is that the TNV be instated at a minimum site area of 900m² and frontage of 18 metres to reinforce the existing and well established subdivision pattern that is critical to the historic character of Elston Street.

Table 3, highlights how consistently the pattern of division has been retained.

	Site area m ²
TNV suggested	900
Historic Area Statement suggestion	>500
CWT Review of Local heritage for Heritage PAR 2003	901 (60 x 162ft)
Actual median site area	906.5

Table 1: Site Area review and recommendation

	Frontage (m)
TNV suggested	18
Historic Area Statement suggestion	>12
CWT Review of Local heritage for Heritage PAR 2003	18.3
Actual median frontage	18.1

Table 2: Frontage width review and recommendation

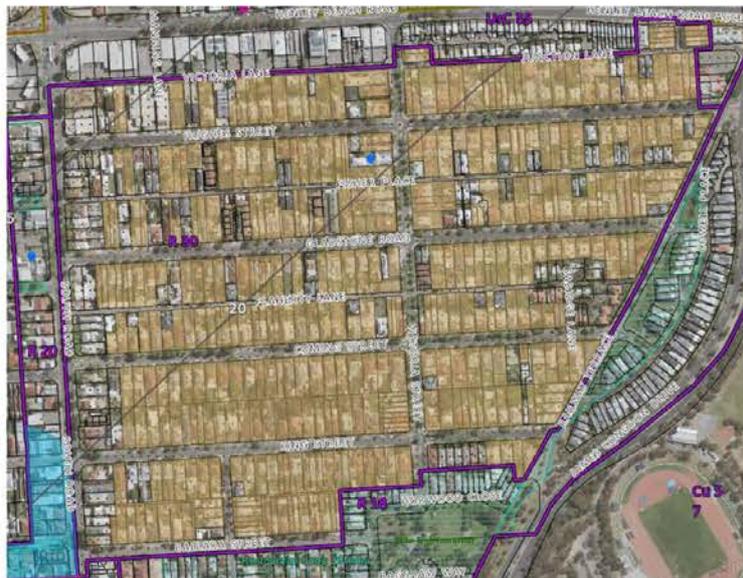
Frontage width (m)	Site area (m ²)	Policy Area	Street address	Suburb
10.0	365.2	29	19A Elston Street	BROOKLYN PARK SA 5032
15.2	749.8	29	4 Elston Street	BROOKLYN PARK SA 5032
15.5	767.1	29	17 Elston Street	BROOKLYN PARK SA 5032

15.8	773.4	29	2/15 Elston Street	BROOKLYN PARK SA 5032
13.7	805.3	29	19 Elston Street	BROOKLYN PARK SA 5032
16.2	819.2	29	18 Elston Street	BROOKLYN PARK SA 5032
17.7	879.9	29	21 Elston Street	BROOKLYN PARK SA 5032
17.8	882.3	29	1/7 Elston Street	BROOKLYN PARK SA 5032
18.2	889.6	29	9 Elston Street	BROOKLYN PARK SA 5032
18.1	895.4	29	13 Elston Street	BROOKLYN PARK SA 5032
18.4	903.2	29	11 Elston Street	BROOKLYN PARK SA 5032
18.0	909.8	29	6 Elston Street	BROOKLYN PARK SA 5032
18.0	909.9	29	22 Elston Street	BROOKLYN PARK SA 5032
18.2	915.1	29	24 Elston Street	BROOKLYN PARK SA 5032
18.2	917.0	29	10 Elston Street	BROOKLYN PARK SA 5032
18.4	923.1	29	8 Elston Street	BROOKLYN PARK SA 5032
18.1	929.6	29	14 Elston Street	BROOKLYN PARK SA 5032
19.1	936.6	29	23 Elston Street	BROOKLYN PARK SA 5032
18.7	943.5	29	12 Elston Street	BROOKLYN PARK SA 5032
18.8	949.1	29	20 Elston Street	BROOKLYN PARK SA 5032
19.1	976.5	29	26 Elston Street	BROOKLYN PARK SA 5032
19.9	1090.8	29	16 Elston Street	BROOKLYN PARK SA 5032

Table 3: Existing frontage and site area of properties within the Elston Street Historic Area

Mile End Historic Area Statement (WeTo2)

The Mile End Historic Area Statement relates to the Mile End Conservation Policy Area 30 (as seen in map below). This Historic Area is the largest of the historic areas contained within West Torrens, with 475 allotments. Whilst there is a significant variation in allotment sizes and frontage widths as seen in Table 6 (existing frontage and site area of properties within the Mile End Historic Area), there is, nonetheless a strong character of dwellings with direct frontage to a public street and vehicular access gained via a rear laneway.



Map 2: Mile End Historic Area

The Development Plan provides the following Desired Character Statement (as it relates to allotment pattern):

...Allotments are at low to very low density and are generally deep, with narrow frontages to wide main streets. In many cases, there is also rear access to service laneways. Subdivision will reinforce the existing allotment pattern which is a significant positive feature of the policy area...

...Streetscape character elements including continuous front fencing, landscaping space in front yards, regular street trees and on-street visitor car parking will be supported by having vehicle cross-overs in laneways...

Jensen Planning + Design (2010), succinctly highlight that houses in this policy area (as exist currently) were constructed predominantly in the 1890s and 1900s. The key elements contributing to the character of the area are the consistent scale, main street setback and materials of houses. Notwithstanding curtilages are generous with consistent setbacks. The

Jensen study highlights that back in 2010 there was no potential to accommodate increasing densities with a focus on maintaining and enhancing the existing character.

The tables below highlight that the recommended minimum be 500m² and a minimum frontage of 12.0 metres, this in accord with previous recommendations. The existing policy area (soon to be Mile End Historic Area) can be seen to have a fair variance in allotment size and frontage with the smallest 140m² and the largest is 2150m². The largest allotment in currently contains 7 dwellings.

	Site area m ²
TNV suggested	Min 500
Historic Area Statement suggestion	>500
Thebarton Heritage Review - April 1996	<i>The subdivision created a regular pattern of broad streets and even sized allotments.</i>
City of West Torrens Local Character Study 2010 (Jensen Planning +Design)	Identify that focus is on maintaining and Enhancing existing character. No potential for subdivision.
Actual median site area	654

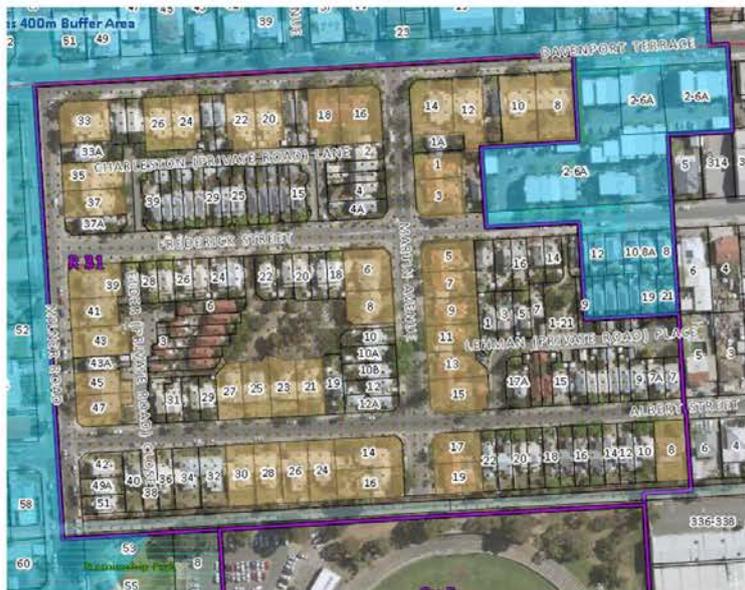
Table 4: Site Area review and recommendation

	Frontage (m)
TNV suggested	Min 12
Historic Area Statement suggestion	>12
Thebarton Heritage Review - April 1996	<i>The subdivision created a regular pattern of broad streets and even sized allotments.</i>
Actual median frontage	15.1

Table 5: Frontage width review and recommendation

Richmond Historic Area Statement (WeTo3)

The Richmond Historic Area Statement relates to Richmond Conservation Policy Area 31 (see map below). Allotments in this Historic Area front public and private roads which. The latter were created during the original land division. The area comprises a homogenous group of Workmen's Cottages constructed in stages on the Hilton Estate (former farming land) by the Adelaide Workmen's Homes Incorporated from the 1920's to the 1940's. these houses represent the earliest group of worker's housing constructed using a bungalow or arts and crafts derived design idiom together with face red brick walls and either Marseille tiled or corrugated iron roofs.



Map 3: Richmond Historic Area

Council's Development Plan provides the following Desired Character Statement (as it relates to allotment pattern):

...The policy area will contain predominantly semi-detached and row dwellings, and limited detached dwellings...

...Allotments are at medium to low density with some rear public and private laneways...

...Streetscape character elements including continuous minimal/low front fencing and a combination of garages/carports accessed from main street frontages and rear laneways...

The proposed TNV for site area accords with previous recommendations and acknowledges that there may be some capacity for sensitive infill. The frontage has been derived from reviewing the existing site frontages and arriving at the median, although the range of frontages seen in this area range from 5m to 34m.

	Site area m ²
TNV suggested	Min 230
Historic Area Statement suggestion	>230
CWT Local Character Study 2010	Any intensification or redevelopment in these areas is not recommended. Development in adjoining areas must be carefully considered to reduce any potential impacts on the historic significance. Sensitively designed infill housing may be appropriate where sites have sufficient frontage and access from an existing public road.
Actual median site area	227

Table 6: Site Area review and recommendation

	Frontage (m)
TNV suggested	9
Historic Area Statement suggestion	Nil
CWT Local Character Study 2010	Any intensification or redevelopment in these areas is not recommended. Development in adjoining areas must be carefully considered to reduce any potential impacts on the historic significance.
Actual median frontage	9

Table 7: Frontage width review and recommendation

Rose Street Historic Area Statement (WeTo4)

Rose Street Historic Area Statement relates to the Rose Street Conservation Policy Area 32 (see map below). There are 44 properties located within this Historical Area with all allotments being retained in their original dimensions. The original dwellings also remain, albeit with sympathetic alterations and additions. With the exception of the dwellings fronting Parker Street, all dwellings have vehicular access from the rear of the property. These factors establish a strong character with any further subdivision likely to detrimentally impact this desirable character. Without a numerical figure, only the term low density remains to control the allotment size. As previously mentioned this allows lots of 285m² and is not considered suitable and would erode the historic area.



Map 4: Rose Street Historic Area

The Development Plan's Desired Character Statement (as it relates to allotment pattern), provides as follows:

...The policy area will contain detached and semi-detached dwellings.

Allotments are at low to very low density and are generally deep, with narrow frontages to wide main streets. In many cases, there is also rear access to service laneways in both public and private ownership. Subdivision will reinforce the existing allotment pattern which is a significant positive feature of the Policy Area.

Streetscape character elements including continuous minimal/low front fencing, landscaping space in front yards and on-street visitor car parking will be supported by having vehicle cross-overs in laneways...

Whilst a number has been suggested as a minimum, it really should be acknowledged that Rose St Historic Area is comprised of single storey housing with the major contributing buildings being the State Heritage listed Rose Street Workmen's Cottages built in 1903. The focus of the historic area is maintaining and enhancing existing character with an emphasis being not increasing density.

The suggested TNV is in accord with previous recommendations and is supported by the intent not to increase density as shown in the tables below.

	Site area m ²
TNV suggested	>500
Historic Area Statement suggestion	>500
Thebarton Heritage Review - April 1996	<i>This streetscape had high significance, representing a unique aspect of South Australian suburban development in the early 1900s.</i>
City of West Torrens Local Character Study 2010	Potential to accommodate Increasing densities? No, focus is on maintaining and enhancing existing character
Actual median site area	418

Table 8: Site Area review and recommendation

	Frontage (m)
TNV suggested	11
Historic Area Statement suggestion	Nil
Thebarton Heritage Review - April 1996	<i>This streetscape had high significance, representing a unique aspect of South Australian suburban development in the early 1900s.</i>
Actual median frontage	11.6

Table 9: Frontage width review and recommendation

Streetscape character elements including low front fencing, landscaping space in front yards, regular street trees and on-street visitor car parking will be supported by limiting vehicle cross-overs...

The tables below highlight that the change from previous recommendations include firming up the site area and frontage respectively to 500m² and 12 metres wide. Whilst earlier studies indicate that regular subdivision pattern of the area be retained and that there is no potential to accommodate increasing densities, the proposed 500m² may create some possible new allotments, there are only a handful of allotments (5 in total ranging from 1009-1806m²) in excess of 1000m².

	Site area m ²
TNV suggested	Min 500
Historic Area Statement suggestion	>500
Thebarton Heritage Review - April 1996	<i>It is recommended that the regular subdivision pattern of the Torrensville Historic (Conservation) Zone be retained and the streetscape frontages of the residences remain intact.</i>
City of West Torrens Local Character Study 2010	Potential to accommodate Increasing densities? No, focus is on maintaining and Enhancing existing character in area
Actual median site area	676.1

Table 10: Site Area review and recommendation

	Frontage (m)
TNV suggested	Min 12
Historic Area Statement suggestion	>12
Thebarton Heritage Review - April 1996	<i>It is recommended that the regular subdivision pattern of the Torrensville Historic (Conservation) Zone be retained and the streetscape frontages of the residences remain intact.</i>
Actual median frontage	15.2

Table 11: Frontage width review and recommendation

Ashford Character Area Statement (WeTo-C1)

Ashford Character Area Statement relates the current Ashford Character Policy Area 22 (see map below). This a fairly small Character Area accommodating 54 allotments. The northern portion of the area has suffered from land divisions which are not in keeping with the desired character, however these all occurred prior to the Housing Diversity DPA undertaken in 2015.



Map 6: Ashford Character Area

The Development Plan's Desired Character Statement (as it relates to allotment pattern) provides as follows:

The policy area will contain predominantly detached dwellings (or buildings that look like detached dwellings).

Allotments will vary in size from low density to very low density, with wide frontages. Subdivision will reinforce the existing allotment pattern of wide and deep allotments, which is a significant positive feature of the policy area...

...Setbacks will be complementary to the boundary setbacks of inter-war bungalows and tudor-style dwellings in the policy area, preserving considerable space in private yards for landscaping...

...Any driveway crossovers will be carefully designed and located to ensure the preservation of street trees which have an important positive impact on the streetscape.

The tables below highlight that the change from previous recommendations which include firming up the site area and frontage respectively to 600m² and 14 metres wide. Whilst earlier studies indicate that regular subdivision pattern of the area be retained and that there is no potential to accommodate increasing densities, the proposed 600m² may create some possible new allotments, there are only a handful of allotments (3 in total ranging from 1215-2946m²) in excess of 1200m².

Local Character Study undertaken by Jensen Planning and Design (2010) identifies:

Predominant allotment frontages will generally be over 14 metres wide. The allotments will have large front, side and rear setbacks and generally occupy a low coverage of the site. The large allotment size provides opportunities for mature trees to be located within rear and front yards. Mature trees and quality landscaping is also located along Herbert Road and Tyson Street and the Brownhill Creek Reserve which traverses the area.

This remains relevant. With it noted that mature trees and quality landscaping add to the character of this area, which necessitates the need for open spaces and allotments able to accommodate and promote the existing character.

	Site area m ²
TNV suggested	Min 600
Character Area Statement suggestion	>600
City of West Torrens Local Character Study 2010	The large allotment size provides opportunities for mature trees to be located within rear and front yards.
Actual median site area	742.9

Table 12: Site Area review and recommendation

	Frontage (m)
TNV suggested	Min 14
Character Area Statement suggestion	>14
City of West Torrens Local Character Study 2010	Predominant allotment frontages will generally be over 14 metres wide.
Actual median frontage	18.1

Table 13: Frontage width review and recommendation

Cowandilla / Mile End West Character Area Statement (WeTo-C2)

Cowandilla / Mile End West Character Area Statement relates to Cowandilla / Mile End West Character Policy Area 23 (see map below). This Character Area has been identified as transitioning to the Housing Diversity Neighbourhood Zone in the current version of the Draft Planning and Design Code. This is understood to be a mistake and it is suggested that this will transition to the Suburban Neighbourhood Zone. The Suburban Neighbourhood Zone does allow for TNV as it relates to site area and frontage unlike the Housing Diversity Neighbourhood Zone.



Map 7: Cowandilla / Mile End West Character Area

This Character Area is the largest within the City of West Torrens and accommodates 1423 allotments. Whilst there is some diversity in allotment size this does not equate to a transition to the Housing Diversity Neighbourhood Zone, which anticipates 70 dwellings per hectare or allotments 142m².

The Development Plan's Desired Character Statement (as it relates to allotment pattern) provides as follows:

The policy area will contain predominantly detached dwellings and semi-detached dwellings...

... Allotments will vary in size from low density to very low density and are generally deep, with narrow frontages to main streets. Subdivision will reinforce the existing allotment pattern which is a significant positive feature of the policy area....

... Any driveway crossovers will be carefully designed and located to ensure the preservation of street trees which have an important positive impact on the streetscape.

The tables below has been revised to reflect the existing Development Plan provisions which provides as follows:

Land division should create allotments with an area of greater than 270 square metres east of Bagot Avenue and 340 square metres west of Bagot Avenue.

This above is contrary to the recommendation provided to DPTI initially, acknowledging that at this stage, Council are seeking to retain as much existing local policy as possible. Likewise, contrary to previous advice to DPTI, 15m frontages are sought in line with the prevailing character in lieu of being silent on this matter as previously advised to DPTI.

	Site area m ²
TNV suggested	270 square metres east of Bagot Avenue; and 340 square metres west of Bagot Avenue.
Character Area Statement suggestion	500 - 850
CWT Review of Local heritage for Heritage PAR 2003	500 - 850
City of West Torrens Local Character Study 2010	Potential to accommodate Increasing densities? No, focus is on maintaining and Enhancing existing character in area between Davenport Terrace and Darebin Street
Actual median site area	647.0

Table 14: Site Area review and recommendation

	Frontage (m)
TNV suggested	15
Character Area Statement suggestion	Nil
CWT Review of Local heritage for Heritage PAR 2003	10-16
Actual median frontage	15.8

Table 15: Frontage width review and recommendation

Glandore Character Area Statement (WeTo-C3)

Glandore Character Area Statement relates to Glandore Character Policy Area 24 (see map below). This Character Area Statement encompasses 365 allotments. This area is remarkably untouched and retains a strong character of large rectangular allotments with direct street frontage. Whilst there are some examples of higher density development, they aren't prevalent enough to have eroded to prevailing character of the area.



Map 7: Glandore Character Area

The Development Plan's Desired Character Statement (as it relates to allotment pattern), provides as follows:

The policy area will contain predominantly detached dwellings (or buildings that look like detached dwellings).

Allotments will be very low density and are deep and wide. Subdivision will reinforce the existing allotment pattern which is a significant positive feature of the policy area...

...Any driveway crossovers will be carefully designed and located to ensure the preservation of street trees which have an important positive impact on the streetscape...

The tables 16 and 17 below highlight no change from previous recommendations. This is reinforced by earlier studies which indicate that regular subdivision pattern of the area be retained and that there is no potential to accommodate increasing densities. The proposed 600m² may create some possible new allotments (although likely to be limited), there are only a handful of allotments (6 in total ranging from 1203-4161m²) in excess of 1200m².

	Site area m ²
TNV suggested	600
Character Area Statement suggestion	>600
City of West Torrens Local Character Study 2010	Potential to accommodate Increasing densities? No, focus is on maintaining and Enhancing existing character in area between Anzac Highway and Glengyle Terrace
Actual median site area	750.4

Table 16: Site Area review and recommendation

	Frontage (m)
TNV suggested	Min 14
Character Area Statement suggestion	>14
Actual median frontage	18.0

Table 17: Frontage width review and recommendation

Lockleys Character Area Statement (WeTo-C4)

Lockleys Character Area Statement relates to Lockleys Character Policy Area 25 (see map 8 and 9 below). This policy area is split between two locations, although they exhibit similar attributes. There are a total of 91 allotments in this Character Area. Some demolition and redevelopment of dwellings has occurred, but the allotment pattern and character has remained intact.



Map 8: Lockleys Character Area Map 9: Lockleys Character Area

The Development Plan's Desired Character Statement (as it relates to allotment pattern), provides as follows:

The policy area will contain detached dwellings (or buildings that look like detached dwellings).

Allotments will be very low density with wide street frontages and even deeper side boundaries. Subdivision will reinforce the existing allotment pattern which is a significant positive feature of the policy area...

...Large front setbacks provide space for generous landscaping in front yards which, in turn, have a positive impact on the streetscape given the low front boundary fencing. Any driveway crossovers will be carefully designed and located to ensure the preservation of street trees which have an important positive impact on the streetscape.

The tables 18 and 19 below highlight that the change from previous recommendations include firming up the site area and frontage respectively to 500m² instead of a range between 500-850m² and 14 metres wide in lieu of less than 14m. Whilst earlier studies indicate that regular subdivision pattern of the area be retained and that there is no potential to accommodate increasing densities, the proposed 500m² may create some possible new allotments, there are only a handful of allotments (13 in total ranging from 1204-3060m²) in excess of 1000m².

It is worth noting, that the proposed reduction in minimum site area from the range of that proposed to Council earlier also reflects earlier studies that identified minor potential for some increase in density (Jensen Planning + Design 2010).

	Site area m ²
TNV suggested	500
Character Area Statement suggestion	500 - 850
City of West Torrens Local Character Study 2010	Potential to accommodate Increasing densities? Minor potential, however Malurus Avenue area should maintain and enhance existing character
Actual median site area	830.9

Table 18: Site Area review and recommendation

	Frontage (m)
TNV suggested	14
Character Area Statement suggestion	>14
City of West Torrens Development Plan - Desired Character statement	Allotments will be very low density with <u>wide street frontages</u> and even deeper side boundaries. Subdivision will reinforce the existing allotment pattern which is a significant positive feature of the policy area.
Actual median frontage	19.0

Table 19: Frontage width review and recommendation

Novar Gardens Character Area Statement (WeTo-C5)

Novar Gardens Character Area Statement relates to Novar Gardens Character Policy Area 26 (see map below). This Character area has a unique allotment pattern derived from relatively square allotments. This in addition to the strong front setback character has necessitated dwelling designs which are wider than they are deep. Subdivision of these allotments is likely to detrimentally alter this character. This Character Area accommodates 334 allotments.



Map 10: Novar Gardens Character Area

The current Development Plan's Desired Character Statement (as it relates to allotment pattern), which provides as follows:

The policy area will contain detached dwellings (or buildings that looks like detached dwellings).

Allotments will be very low density and will be relatively square, with comparatively wide frontages. The consistency of this allotment pattern is a significant positive feature of the policy area, which subdivision will reinforce...

...This means that new development will preserve the consistency of front and side boundary setbacks...

The tables 20 and 21 below highlight that the change from previous recommendations include firming up the site area and frontage respectively to be a firm 500m² and 20 metres.

	Site area m ²
TNV suggested	500
Character Area Statement suggestion	>500
City of West Torrens Local Character Study 2010	The area exhibits consistent and strong character elements that give an open spacious feel. The subdivision pattern comprises a combination of distorted grid and curvilinear pattern with cul-de-sac, and differs from surrounding areas as the allotments are wider in frontage and shorter in depth than allotments typically seen in other suburbs.
Actual median site area	601.9

Table 20: Site Area review and recommendation

	Frontage (m)
TNV suggested	Min 20
Character Area Statement suggestion	>20
City of West Torrens Local Character Study 2010	It is characterised by wide frontages (mostly greater than 20 metres)... ...Similarly there is a dominance of wider frontages in this area (20 metres plus), which assists in generating a feeling of spaciousness.
Actual median frontage	24.0

Table 21: Frontage width review and recommendation

Thebarton Character Area Statement (WeTo-C6)

Thebarton Character Area Statement relates to Thebarton Character Policy Area 27 (see map below). This Character Area accommodates 703 allotments comprised of a mixture of larger bungalow allotments as well as worker homes allotments. They share attributes such as rectangular in shape, public street frontage and vehicular access.



Map 11: Thebarton Character Area

West Torrens Development Plan's Desired Character Statement (as it relates to allotment pattern), provides as follows:

The policy area will contain detached, semi-detached and row dwellings.

Allotments will vary in size considerably from medium to very low density. Some allotments have rear access vehicle parking via service laneways, reducing the number of garages and carports visible in the main streets. Due to the variance in allotment sizes, subdivision will reinforce the existing allotment pattern in the immediate locality...

...Setbacks will be complementary to the setbacks of adjacent properties...

...Any driveway crossovers will be carefully designed and located to ensure the preservation of street trees which have an important positive impact on the streetscape.

The recommendation has been revised to match the Development Plan for both site area and frontage, to promote consistency in policy as Council transitions from Development Plan to Code.

	Site area m ²
TNV suggested	270
Development Plan Minimum	270
Character Area Statement suggestion	270 - 850
CWT Review of Local heritage for Heritage PAR 2003	800 - 850
City of West Torrens Local Character Study 2010	The area is characterised by a largely intact subdivision pattern. Potential to accommodate Increasing densities? No, focus is on maintaining and Enhancing existing character in area between Kintore Street, South Road, Bennet Street and Cawthorne Street
Actual median site area	560.5

Table 23: Site Area review and recommendation

	Frontage (m)
TNV suggested	Nil
Character Area Statement suggestion	Nil
CWT Review of Local heritage for Heritage PAR 2003	15-18
Actual median frontage	15.2

Table 24: Frontage width review and recommendation

A 15m frontage on a 270m² would make it 18m deep. This would not be conducive to the character of the area. As DPTI will not entertain an increase in minimum site area at this stage, it may require a Code amendment late if there is appetite by the Elected Members.

Torrensville Character Area Statement (WeTo-C7)

Torrensville Character Area Statement relates to Torrensville Character Policy Area 28 (see map below). This Character Area accommodates 642 allotments. There is a strong character of rectangular shaped allotments which have direct frontage to a public road, are deeper than they are wide and have frontages greater than 15m. Some of these allotment have been developed with new housing whilst retaining the allotment pattern and scale of dwellings, open space and setbacks.



Map 12: Torrensville Character Area

The Development Plan's Desired Character Statement (as it relates to allotment pattern) provides as follows:

The policy area will contain predominantly detached dwellings and some semi-detached dwellings.

Allotments will vary in size from low to very low density with wide street frontages and even deeper side boundaries. Subdivision will reinforce the existing allotment pattern which is a significant positive feature of the policy area....

...Setbacks will be complementary to the boundary setbacks of nearby older dwellings...

...Any driveway crossovers will be carefully designed and located to ensure the preservation of street trees which have an important positive impact on the streetscape.

Based on the study undertaken subsequent to the Council recommendations, it is now recommended that the minimum site area be 600m² in lieu of a range of 340-850m², this is more reflective of the median site area. There are 19 sites within the Torrensville that have a site area greater than 1200m².

	Site area m ²
TNV suggested	600
Character Area Statement suggestion	340 - 850
City of West Torrens Local Character Study 2010	The majority of allotments will be in the 800 - 850m ² range with some larger allotments also present.
Actual median site area	692.8

Table 25: Site Area review and recommendation

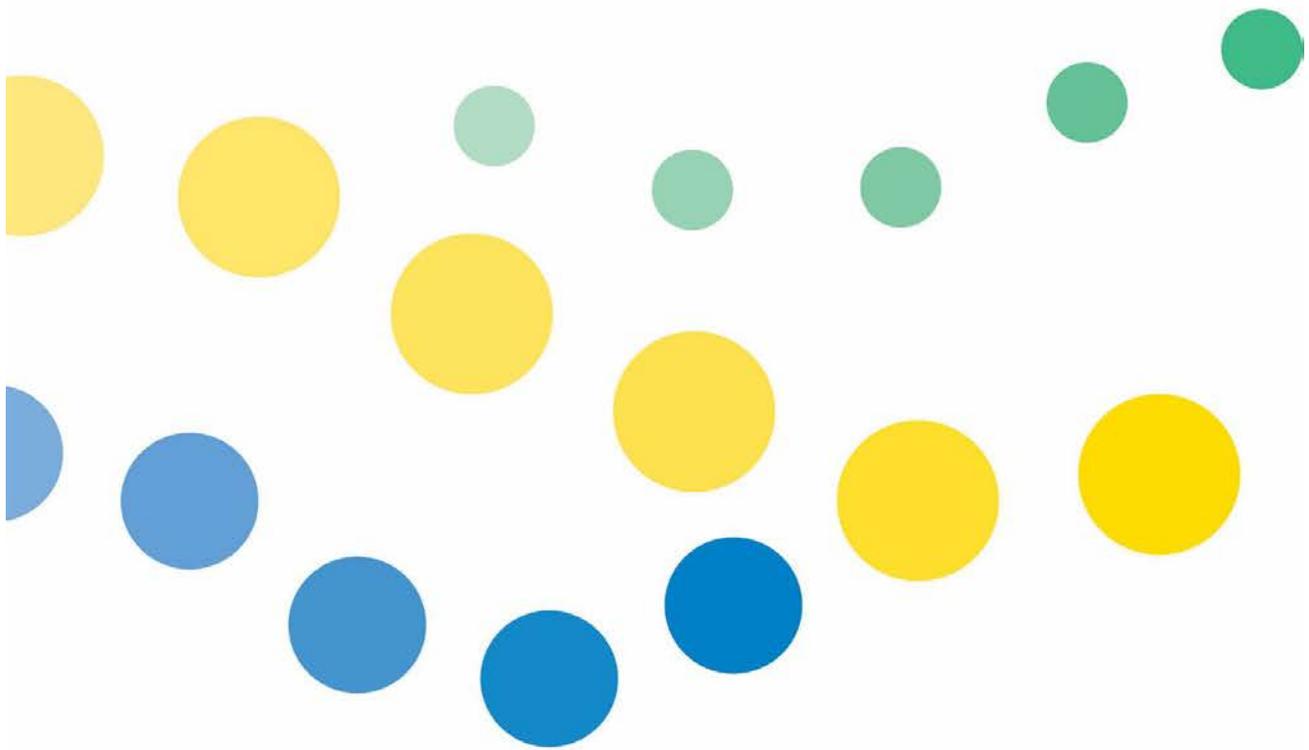
	Frontage (m)
TNV suggested	15
Character Area Statement suggestion	>16
City of West Torrens Local Character Study 2010	Frontages are generally in the range of 10 - 16 metres, but also a significant proportion over 20 metres.
Actual median frontage	15.3

Table 26: Frontage width review and recommendation



Attachment Four:

**West Torrens Council: Draft Planning + Design Code-
Response One**





04 February 2020

State Planning Commission
PO Box 1815
ADELAIDE SA 5001

Via email: DPTI.PlanningReform@sa.gov.au

To whom it may concern,

RE: Draft Planning and Design Code Consultation

Following the release of the draft Planning and Design Code for public comment in late 2019, Council has undertaken a staged process of issues-based analysis to review the document as it relates to residents, businesses and land holdings in City of West Torrens.

To facilitate timely attention to Council's required amendments, feedback will be submitted in phases leading up to the final consultation closing date. It is anticipated that this will provide SPC/DPTI with greater opportunity to effectively address the concerns raised, and make required changes before the 'go live' date for the Planning and Design Code.

The focus of this response, Council's first in a series of responses, is to:

1. Zoning and TNVs:
Identify more appropriate zoning and the spatial application of relevant technical and numeric variations (TNVs).
2. Concept Plans
Review Concept Plans contained within Council's Development Plan and to date not identified by DPTI or SPC for transition.
3. Historic Statements and Character Statements
Review of the historic and character area statements currently on public consultation.

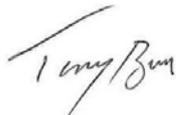
Printed on Envi Recycled, 50/50 which is certified Carbon Neutral and Australian Made.

West Torrens welcomes the opportunity to work with SPC/DPTI to transition important content from the existing Council Development Plan into the Code to deliver a *like for like* transition of policy intent and content.

In summary, Council is seeking to enable DPTI/SPC an early opportunity to understand West Torrens' position regarding zoning, TNVs, Concept Plans and Heritage and Character Area Statements to provide State Government with additional time in the tight consultation schedule to review and consider potential improvements with West Torrens prior to the Code going live.

Should you require further information or would like to discuss this submission, please contact Sue Curran, Manager Strategy and Business on 8416 6333.

Yours sincerely,



Terry Buss PSM

Chief Executive Officer

City of West Torrens

Enclosed:

West Torrens Planning and Design Code Response One

Attachment 1- Concept Plan Review

Attachment 2 -Historic Area Statements and Character Area Statements



Draft Planning and Design Code Consultation Response - Part One

- Zones and TNVs
- Concept Plan Review
- Historic Statements
- Character Statements



City of West Torrens
February 2020

1.0 Zone Corrections and Technical + Numeric Variations (TNVs)

It has been identified that in a concerning number of cases the lot sizes and building heights included in the current Development Plan have not been carried over into the draft Planning and Design Code.

The Zone corrections and TNV details proposed below seek to promote consistency and continuity with current lot sizes and building heights as provided in the West Torrens Development Plan. This is seen to be relatively efficiently achieved primarily through the application of Technical and Numeric Variations in the subject areas.

The recommendations as stated below seek to reflect the Development Plan through zone and TNV implementation.

1.1 Zone Correction- for (existing) Residential Policy Area 23

The proposal below seeks that the existing Residential Zone, Cowandilla/Mile End West Character Policy Area 23 be transitioned across as 'Suburban Neighbourhood Zone' in lieu of the Housing Diversity Zone currently proposed by DPTI in the draft P&D Code. This could enable site area and building heights to be carried across from Council's Development Plan. Council strongly advocates for further discussion to be had prior to final decisions contrary to the recommendations contained within this letter being implemented. Should DPTI/SPC decide to not pursue the suggested changes, Council (along with other community stakeholders) will expect rigorous justification is provided in DPTI's consultation report.

1.2 Zone Correction- for (existing) Residential Policy Area 21

The recently released document from SPC titled "*Planning and Design Code: Phase Three (Urban Areas) Code Amendment - Updated Report*", provides the following insights on the General Neighbourhood Zone:

There is currently significant variation in minimum frontage width and allotment size across the 85 residential zones in South Australia, even though many of these areas share similar characteristics and attributes. The General Neighbourhood Zone in particular will provide greater standardisation of minimum frontage or site area requirements in some areas.

The Code's residential areas were selected for the General Neighbourhood Zone where:

- *the current Residential Development Code is applied*
- *the current zone seeks diverse housing, facilitates land division, infill development and small lot housing (generally where policies allow minimum site areas of 450m² or less).*

In some cases, the General Neighbourhood Zone has been unintentionally applied where:

- *Historic Area or Character Area overlays apply*
- *specific policy applies relating to the management of sloping land*
- *where the intended land division pattern is for large allotments and wider frontages*
- *current zoning typically does not seek increased diversity or density.*

It is on this advice that Low Density Policy Area 20 is recommended to be retained as the proposed General Neighbourhood Zone.

Conversely, it is recommended that Policy Area 21 (PA21) be transitioned into the Code as 'Suburban Neighbourhood Zone'. This is because PA21 currently seeks allotments of 420m²

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and the proposed General Neighbourhood Zone is seen to yield a considerably **higher rate of potential infill** that has not been adequately researched or justified. There are implications with regard to hard and soft infrastructure capacity, streetscape impact, public transport etc. that require further in depth consideration.

1.3 Hammerhead Development

Provisions around hammerhead development require further review within the draft Code, particularly for localities (including the low density policy areas) that currently *actively discourage* hammerhead / battle-axe development from occurring. This will be subject to further inhouse review at West Torrens.

1.4 Density Anomaly

When reviewing the proposed zoning, it is clear that the Housing Diversity Zone is seeking a higher density than the Medium Density Policy Area it is going to replace. The Housing Diversity Zone seeks a density of up to 70 dwellings per hectare which translates to approximately 142m² per dwelling. Medium Density Policy Area 18 has varying allotments sizes and frontages based on the type of dwelling, whereas the Medium Density Policy Area 19 seeks minimum allotments sizes of 270m² unless located within 400m of a Centre Zone.

Zone/Policy Area	Proposed Dwelling Density	Minimum Allotment Size
(proposed) Housing Diversity Zone	70 dwellings per ha	~equiv= 142m ²
(existing) Medium Density Policy Area 18		150-250m ² (depends on dwelling type)
(existing) Medium Density Policy Area 19		270m ²

1.5 Table of Recommendations

At its meeting on 19 November 2019, Council approved a number of zoning and policy changes along with TNV recommendations as shown in the table below.

The recommendations include suggestions to include TNVs which provide a split within zones to reflect the differences in minimum allotments sizes, frontage widths building heights and other parameters, currently included in the Policy Areas. This has been suggested to reflect changes in specific location to reflect a 'like for like' transition where possible.

Existing Zone	DPTI/SPC Proposed	Zone	TNV	Recommendation
Adelaide Shores	Recreation	✓		The proposed change of the Adelaide Shores Zone to the Recreation Zone appears to create conflict with the successful and long running Tourist Park and facilities operating along the coast. The provisions of the Recreation Zone do not appear to support or envisage this type of land use. <u>It is recommended that there be a zone split to the tourist park (aerial below) with application of the Caravan and Tourist Park Zone west of Military Rd.</u>

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				West Beach Parks (formerly known as Adelaide Shores) has not been approached for their view on this however, Council's response is based on maintaining a "like for like" position.
Bulky Goods	Suburban Employment	✓		<p>The Bulky Goods Zone has been proposed to transition to the Suburban Employment Zone. The Suburban Employment Zone provisions do not appear to be conducive to Bulky Goods land uses. It is difficult to find and retain large parcels of land for these types of land uses. Without protection, Council is concerned that these large parcel sizes will be eroded with more small scale retail type land uses to the exclusion of larger format retail.</p> <p>It is recommended that a Bulky Goods subzone be drafted and implemented which aligns with current policy to reinforce the existing zoning and intent, until such time as adequate research and investigations have been undertaken to demonstrate demand for a different approach.</p> <p><u>It is recommended that a Bulky Goods subzone be drafted and implemented.</u></p>
Coastal Marina	Infrastructure (Ferry and Marina Facilities)	✓		<p>The current policy for the Coastal Marina Zone envisages and supports recreation and tourist land uses. The proposed transition of this Zone to the Infrastructure (Ferry and Marina Facilities) Zone does not appear to support these types of land uses.</p> <p><u>It is recommended that a sub zone supporting recreation and tourism land uses is drafted and implemented</u></p>
Commercial Arterial Roads Policy Area 1 Intersection Precinct 1	Suburban Employment		✓	<p>Include maximum building height and storeys: Maximum Storeys: 2 Maximum building height: 9.0 metres</p> <p>ISplit to reflect increased height when primary frontage is an arterial road: Maximum Storeys: 3</p>

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				Maximum building height: 12.5 metres
Commercial Arterial Roads Policy Area 1 Richmond Road Precinct 2	Suburban Employment		✓	<p>Include maximum building height and storeys: Maximum Storeys: 3 Maximum building height: 12.5 metres (Split to reflect decreased building height when located within 30m of a residential (or neighbourhood) zone boundary: Maximum Storeys: 2 Maximum building height: 8.5 metres</p> <p>(Split to reflect development on north side of Richmond Rd between Railway Tce and the prolongation of Farnham Rd: Minimum Storeys: 2 Maximum Storeys: 3 Maximum building height: 12.5 metres</p>
Commercial Arterial Roads Policy Area 1 Sir Donald Bradman Drive (Mile End) Precinct 3	Suburban Employment		✓	<p>Include maximum building height and storeys: Maximum Storeys: 2 Maximum building height: 8.5 metres</p>
Commercial Arterial Roads Policy Area 1 South Road (Keswick) Precinct 4	Suburban Employment		✓	<p>Include maximum building height and storeys: Maximum Storeys: 2 Maximum building height: 8.5 metres</p>
Commercial Arterial Roads Policy Area 1 South Road (Mile End) Precinct 5	Suburban Employment		✓	<p>Include maximum building height and storeys: Maximum Storeys: 2 Maximum building height: 8.5 metres</p>
Commercial Arterial Roads Policy Area 1 South Road (Mile End South) Precinct 6	Suburban Employment		✓	<p>Include maximum building height and storeys: Maximum Storeys: 3 Maximum building height: 12.5 metres</p>
Community Recreation Open Space	Open Space	✓		<p>The Community Zone, Recreation Policy Area 5, Precinct 8 Open Space has been proposed to transition to the Open Space Zone. However, given the existing land uses and envisaged land uses in the current policy, it is proposed that the <u>Recreation Zone</u> would be more suitable.</p>

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Industry Infrastructure Policy Area 8	Infrastructure		✓	Include maximum building height: Maximum Height: 12.0 metres
Industry Infrastructure Policy Area 8	Employment		✓	Include maximum building height: Maximum Height: 12.0 metres
Industry Infrastructure Policy Area 8	Employment		✓	Include maximum building height: Maximum Height: 10.0 metres
Local Centre	Suburban Activity Centre	✓	✓	<p>The Local, Neighbourhood and District Centre Zone hierarchy has been collapsed into a single zone. The draft Code anticipates an active retail precinct that includes neighbourhood scale shopping, business, entertainment and recreation facilities. It is a focus for business and community life and provides for most daily and weekly shopping needs of the community.</p> <p>While, by contrast, the Local Centre Zone is a centre characterised by corner stores and small groups of shops located <u>within walking distance</u> of the population they serve and are <u>generally of a low scale</u> and complementary to the existing residential areas in close proximity.</p> <p><u>Recommend a subzone be drafted identifying land use and scale that is more reflective of current hierarchy.</u></p> <p>Introduce building height and storey limits Include maximum building height and storeys: Maximum Storeys: 2 Maximum building height: 8.5 metres</p>
Neighbourhood Centre Hilton Policy Area 11	Suburban Activity Centre		✓	<p>Include maximum building height and storeys: Maximum Storeys: 3 Maximum building height: 12.5 metres</p> <p>!Split to reflect reduced height when not facing Sir Donald Bradman Drive: Maximum Storeys: 2 Maximum building height: 8.5 metres</p>

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Neighbourhood Centre Marleston	Suburban Activity Centre		✓	<p>Include maximum building height and storeys: Maximum Storeys: 3 Maximum building height: 12.5 metres</p> <p>!Split to reflect height on residential (neighbourhood) zone boundary: Maximum Storeys: 2 Maximum building height: 8.5 metres</p>
Neighbourhood Centre Novar Gardens	Suburban Activity Centre		✓	<p>Include maximum building height and storeys: Maximum Storeys: 2 Maximum building height: 8.5 metres</p>
Neighbourhood Centre Richmond	Suburban Activity Centre		✓	<p>Include maximum building height and storeys: Maximum Storeys: 2 Maximum building height: 8.5 metres</p>
Neighbourhood Centre Tennyson Street	Suburban Activity Centre		✓	<p>Include maximum building height and storeys: Maximum Storeys: 2 Maximum building height: 8.5 metres</p>
Neighbourhood Centre Thebarton	Suburban Activity Centre		✓	<p>Include maximum building height and storeys: Maximum Storeys: 2 Maximum building height: 8.5 metres</p>
Residential Ashford Character	Suburban Neighbourhood		✓	<p>Include maximum building height and storeys: Maximum Storeys: 2 Maximum building height: 9.0 metres</p>
Residential Cowandilla/Mile End West Character	Housing Diversity	✓	✓	<p>It is unclear why Residential Zone, Policy Area 23 (PA 23) has been proposed to change to the Housing Diversity Neighbourhood Zone when all other Character Policy Areas are proposed to transition to the Suburban Neighbourhood Zone. The density proposed in the Housing Diversity Zone is at odds with that currently contained within the Development Plan for PA 23.</p> <p><u>The Suburban Neighbourhood Zone with additional support of a Character Area Statement is considered more appropriate and enables relevant TNV parameters to be applied.</u></p> <p>Include TNV providing: Maximum storeys: 2 Maximum Height: 9.0 metres</p>

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				Split reflecting 340m ² site minimum except for east of Bagot Ave which can be a minimum of 270m ² .
Residential Elston Street Conservation	Suburban Neighbourhood		✓	Include maximum building height and storeys: Maximum Storeys: 2 Maximum building height: 9.0 metres
Residential Glandore Character	Suburban Neighbourhood		✓	Include maximum building height and storeys: Maximum Storeys: 2 Maximum building height: 9.0 metres
Residential Lockleys Character	Suburban Neighbourhood		✓	Include maximum building height and storeys: Maximum Storeys: 2 Maximum building height: 9.0 metres
Residential Low Density Policy Area 20	General Neighbourhood		✓	No change to proposed zoning as identified by SPC/DPTI. <u>Recommend further response to DPTI/SPC will include request for improvement to policy relating to battleaxe/hammerhead allotments.</u>
Residential Low Density 21	General Neighbourhood	✓	✓	The introduction of the General Neighbourhood Zone will create unprecedented opportunity for infill within this policy area. It is suggested that current policy is more consistent with that of the <u>Suburban Neighbourhood Zone</u> (Attachment 2). A change of the scale proposed by DPTI <i>may</i> be appropriate pending sufficient justification through a process of background research and focussed consultation with affected stakeholders. Noting, the current policy proposed loses the infill density bonus currently provided in the Development Plan within 400m of Centre Zones. Although this could be remedied with a zone split reflecting current mapping on WestMaps if DPTI able to replicate. Include TNV: Minimum site frontage: 12 metres Minimum site area: 420m ² Maximum Storeys: 2 Maximum height (metres): 9.0 metres

x

<p>Residential Medium Density 18</p>	<p>Housing Diversity Neighbourhood</p>	<p>✓</p>	<p>✓</p>	<p>The Housing Diversity Zone as proposed in the draft Code allows for a density of 70 dwellings per hectare which equates to allotments of 142m². Current Development Plan policy is more consistent with General Neighbourhood Zone with the addition of TNV's to reflect building heights in certain areas. This will also be more consistent with the outcomes achieved by Campbelltown Council who have experienced the same infill concerns as West Torrens.</p> <p>!Split to reflect building heights: Allotments bounded by Holbrooks Rd, Garden Tce and River Torrens in Underdale: Maximum storeys: 4 Maximum Building Height: 16.5m</p> <p>Allotments bounded by Anzac Hwy, Morphet Rd and Cromer St in Camden Park: Maximum storeys: 4 Maximum Building Height: 16.5m</p> <p>Allotments in Ashford (other than those adjacent to Ashford Character Area): Maximum storeys: 4 Maximum Building Height: 16.5m</p>
<p>Residential Medium Density 19</p>	<p>Housing Diversity Neighbourhood</p>	<p>✓</p>	<p>✓</p>	<p>The Housing Diversity Zone as proposed in the draft Code allows for allotments of 142m², this does not align with existing Development Plan policy.</p> <p>Current policy is more consistent with General Neighbourhood Zone with the addition of TNV's to reflect building heights in certain areas.</p> <p>!Split to reflect building heights, allotments front Brooker Tce, Marion Rd and Henley Beach Rd: Maximum storeys: 3</p>
<p>Residential Mile End Conservation</p>	<p>Suburban Neighbourhood</p>		<p>✓</p>	<p>Include maximum building height and storeys: Maximum Storeys: 2 Maximum building height: 9.0 metres</p>

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Residential Novar Gardens Character	Suburban Neighbourhood		✓	Include maximum building height and storeys: Maximum Storeys: 2 Maximum building height: 9.0 metres
Residential Richmond Conservation	Suburban Neighbourhood		✓	Include maximum building height and storeys: Maximum Storeys: 2 Maximum building height: 9.0 metres
Residential Rose Street Conservation	Suburban Neighbourhood		✓	Include maximum building height and storeys: Maximum Storeys: 2 Maximum building height: 9.0 metres
Residential Thebarton Character	Suburban Neighbourhood		✓	Include maximum building height, storeys and site area: Maximum Storeys: 2 Maximum building height: 9.0 metres Minimum site area: 270m ² .
Residential Torrensville Character	Suburban Neighbourhood		✓	Include maximum building height, storeys and site area: Maximum Storeys: 2 Maximum building height: 9.0 metres Minimum site area: 340m ² .
Residential Torrensville East Conservation	Suburban Neighbourhood		✓	Include maximum building height and storeys: Maximum Storeys: 2 Maximum building height: 9.0 metres
Urban Corridor Boulevard	Urban Corridor (Boulevard)		✓	<p>Include minimum and maximum building height and storeys: Minimum Storeys: 3 Maximum storeys: 8 Building Height: 32.5</p> <p>[Split zone to reduce building height on land adjacent Residential Character Glandore Policy Area (between Anzac Hwy, South Rd and Beckman St) and allotments between Syme St and South Rd: Maximum storeys: 3 Maximum building height: 12.5 metres</p> <p>Principle of Development Control 15 relating to interface height provisions (within the Urban Corridor Zone) applies to all development adjacent land in the Neighbourhood Zone, regardless of building orientation. This may be applied through a TNV or PO and subsequent DTS/DPF in the Zone.</p>

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Urban Corridor Business	Urban Corridor (Business)	✓	<p>Include maximum building height and storeys: Minimum storeys: 3 Maximum storeys: 6 Maximum building height: 24.5m</p> <p>Principle of Development Control 15 relating to interface height provisions (within the Urban Corridor Zone) applies to all development adjacent land in the Neighbourhood Zone, regardless of building orientation. This may be applied through a TNV or PO and subsequent DTS/DPF in the Zone.</p>
Urban Corridor High Street	Urban Corridor (Main Street)	✓	<p>Include maximum building height and storeys- with zone splits: ISplit west of Marion Rd: Maximum storeys: 3 Maximum building height: 12.5m</p> <p>Between South Rd and Marion Rd: Maximum storeys: 4 Maximum building height: 16.5m</p> <p>All allotments east of South Rd: Maximum storeys: 6 Maximum building height: 24.5m</p> <p>Principle of Development Control 15 relating to interface height provisions (within the Urban Corridor Zone) applies to all development adjacent land in the Neighbourhood Zone, regardless of building orientation. This may be applied through a TNV or PO and subsequent DTS/DPF in the Zone.</p>
Urban Corridor Transit Living	Urban Corridor (Living)	✓	<p>Include maximum building height and storeys- with zone splits: Maximum storeys: 6 Maximum building height: 24.5m</p> <p>Adjoining Henley Beach Rd- west of Marion Rd: Maximum storeys: 3 Maximum building height: 12.5m</p> <p>Adjoining Henley Beach Rd east of Marion Rd: Maximum storeys: 4 Maximum building height: 16.5m</p>

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				Principle of Development Control 15 relating to interface height provisions (within the Urban Corridor Zone) applies to all development adjacent land in the Neighbourhood Zone, regardless of building orientation. This may be applied through a TNV or PO and subsequent DTS/DPF in the Zone.
Urban Renewal Mixed Use Transition	Urban Renewal Neighbourhood		✓	Include maximum building height and storeys- with zone splits: Maximum storeys: 6 Maximum building height: 24.5m Reflect building height near the centre of the zone between Sheriff St and Hardys Rd north of Wilford Ave.

2.0 Concept Plan Review

It is pleasing to note that DPTI has recently changed its position and announced that Concept Plans can now be included in the Planning and Design Code. Council's Administration has conducted a review of the Concept Plans contained with the Development Plan and have placed them into three categories.

- **Retain** - These concepts plans are still relevant and include detail that cannot be effectively demonstrated in any other way within the Code.
- **Use TNV** - Details from the Concept Plan (e.g. building height) can be captured by way of TNV instead.
- **Remove** - These are no longer needed as development has already taken place, is to be considered as part of another assessment mechanism, or the concept cannot be achieved.

Retain	Use TNV	Remove
Weto/1	Weto/3a	Weto/2
Weto/24	Weto/3b	Weto/9
Weto/25	Weto/3c	Weto/10
	Weto/4a	Weto/11
	Weto/4b	Weto/12
	Weto/4c	Weto/13
	Weto/5	Weto/14
	Weto/6	Weto/15
	Weto/7	Weto/16
	Weto/8	Weto/17
		Weto/18
		Weto/19
		Weto/20
		Weto/21
		Weto/22
		Weto/23

Where the Concept Plan is to be included in the Code, it will need to be supported by a Planning Outcome (PO) and Design Performance Feature (DPF) such as (currently seen in the draft Code):

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PO 9.1

Development is compatible with the outcomes sought by any relevant Concept Plan contained within the Concept Plans Technical and Numeric Variation Overlay.

DTS/DPF 9.1

None are applicable.

While a large portion were deemed suitable for removal, the Concept Plans earmarked for inclusion are as follows:

- WeTo/1 Mile End South Bulky Goods.
- WeTo 24/ Residential Promenade
- WeTo/25 Underdale Urban Renewal.

There are ten Concept Plans that include policy content that may be reflected in the Code via TNV or other policy mechanisms.

For a more detailed examination of each concept plan, please see **Attachment 1- Concept Plans**.

3.0 Historic Area Statements and Character Area Statements

On the 24 December 2019, DPTI released the Historic Area Statements and Character Areas Statements for Phase 3 Councils. These have been based on the Historic Area and Character Area Statements endorsed by Council on 19 November 2019.

It does not appear that any information has been added compared to content in the Statements approved by Council on 19 November 2019 (and subsequently submitted to DPTI for inclusion). However, some content has been removed.

A comparison between the Council-endorsed Historic Area Statements and Character Area Statements and the DPTI proposed statements can be seen in **Attachment 2**. The information missing from the DPTI proposed statements has been highlighted in yellow.

There are a number of issues that are common across many of the statements, such as:

- numerical details for site area, frontages and setbacks have been removed;
- an inconsistency of terminology;
- removal of "no carports or garages forward of the main face of the dwelling"
- removal of "driveways designed to preserve existing street trees";
- removal of "no shared driveways";
- removal of "not zincalume";
- removal of "additions located to the rear of the main dwelling"

The removal of the numerical figures from Historic and Character Area Statements appears to have occurred across all council areas. While this may be consistent, it doesn't recognise the role that site areas and frontages play in preserving the character of an area.

The site areas and frontage widths will be described in ways such as 'low density' or 'wide frontages'. As density is defined in the Code, this implies that allotments as small as 285m² will be appropriate without considering the surrounding context. Statements such as 'wide' or 'substantial' are ambiguous and will be interpreted differently by different developers,

xv

property owners and assessing officers. This will not create consistency, despite being one of the driving reasons for the planning reform.

The Heritage and Character Area Statements have been drafted by a variety of planning and heritage professionals including councils, DPTI and heritage consultants. This has resulted in an inconsistency in terminology and the way matters are expressed, as highlighted and demonstrated in the table below:

	WTCC	Mitcham	Burnside
1	Second storey within the roof space.	Second storey development located within the roof space or to rear of dwellings	Any upper storey elements integrated sympathetically into the dwelling design and generally not visible from street
2	Low to very low density site areas. Wide frontages. Detached dwellings on substantial allotments	Traditional rectangular grid pattern. Generally large site areas. Generally large street frontage widths large. Large front of dwelling setback. Vehicular access from rear lanes of many dwellings	Substantial rectangular blocks

Recommendation

It is recommended that numerical figures be reinstated, with it noted that if these figures cannot be reinstated to the Heritage and Character Area Statements then additional content should be added to consider the character of the immediate locality of each development. For example, allotment size and frontages should be consistent with adjoining allotments.

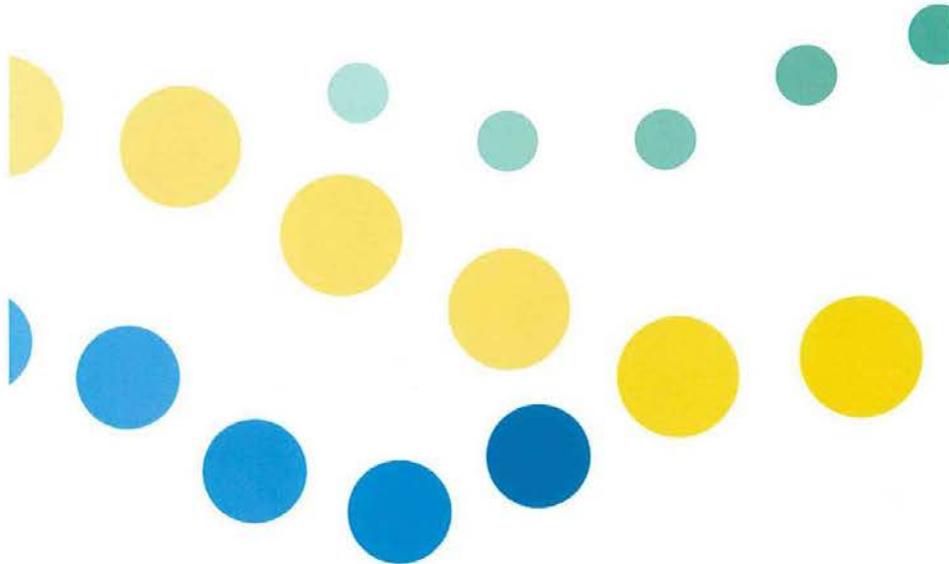
NOTE:

Subsequent to the approval of this position, at a meeting to be held 18 February 2020, Council is due to consider additional detail regarding Historic and Character Statements.

In the event of any variation between the two recommendations- the latter decision should be taken to supersede the content herein. Such is the nature of the iterative consultation process that has been undertaken.



Attachment One: Concept Plans



Concept Plans

Overview

Retain	Use TNV instead	Remove
Weto/1	Weto/3a	Weto/2
Weto/24	Weto/3b	Weto/9
Weto/25	Weto/3c	Weto/10
	Weto/4a	Weto/11
	Weto/4b	Weto/12
	Weto/4c	Weto/13
	Weto/5	Weto/14
	Weto/6	Weto/15
	Weto/7	Weto/16
	Weto/8	Weto/17
		Weto/18
		Weto/19
		Weto/20
		Weto/21
		Weto/22
		Weto/23

Detailed comments

Map Reference	Location	Still relevant?	Comments
 Weto/1	Mile End South Bulky Goods	Yes	This concept plan seeks to: <ul style="list-style-type: none"> • create connections, both pedestrian and vehicular; • establish vegetated buffers; and • control traffic movements. The Mile End homemaker centre has achieved the connections in the northern part of this concept plan, but the remainder of the subject area has not been redeveloped and contains its original industrial buildings.
Weto/2	Prominent Development Sites	No	This concept plan highlights prominent development sites, however given the removal of a lot of local context in the P+D Code, this concept plan will not serve much purpose as it will not link to any provisions.

 Weto/3a	Sir Donald Bradman Drive & Marion Road Intersection Commercial	Partially	This concept plan seeks to: <ul style="list-style-type: none"> • limit the height of development to 2-3 storeys; • indicate setbacks from street frontages and adjacent residential land uses; and • establish some vegetated buffer areas between residential and non-residential development. This concept plan will not be necessary if a TNV is introduced to control building heights. Landscaping and setbacks are more suitable to be addressed in the zone policy.
 Weto/3b	Marion Road & Richmond Road Intersection Commercial	Partially	This concept plan seeks to: <ul style="list-style-type: none"> • limit the height of development to 2-3 storeys; • indicate setbacks from street frontages and adjacent residential land uses; and • establish some vegetated buffer areas between residential and non-residential development. This concept plan will not be necessary if a TNV is introduced to control building heights. Landscaping and setbacks are more suitable to be addressed in the zone policy.
 Weto/3c	Richmond Road & South Road Intersection Commercial	Partially	This concept plan seeks to: <ul style="list-style-type: none"> • limit the height of development to 2-3 storeys; • indicate setbacks from street frontages and adjacent residential land uses; and • establish some vegetated buffer areas between residential and non-residential development. This concept plan will not be necessary if a TNV is introduced to control building heights. Landscaping and setbacks are more suitable to be addressed in the zone policy.
 Weto/4a	Richmond Road (Marleston) Commercial	Partially	This concept plan seeks to: <ul style="list-style-type: none"> • limit the height of development to 2-3 storeys depending on the location; • indicate setbacks from street frontages; and

			<ul style="list-style-type: none"> establish some vegetated buffer areas between residential and non-residential development. <p>This concept plan will not be necessary if a TNV is introduced to control building heights. Landscaping and setbacks are more suitable to be addressed in the zone policy.</p>
	Richmond Road (Richmond) Commercial	Partially	<p>This concept plan seeks to:</p> <ul style="list-style-type: none"> limit the height of development to 2-3 storeys depending on the location; indicate setbacks from street frontages; and establish some vegetated buffer areas between residential and non-residential development. <p>This concept plan will not be necessary if a TNV is introduced to control building heights. Landscaping and setbacks are more suitable to be addressed in the zone policy.</p>
	Richmond Road (Keswick/Mile End South) Commercial	Partially	<p>This concept plan seeks to:</p> <ul style="list-style-type: none"> limit the height of development to 2-3 storeys depending on the location; indicate setbacks from street frontages; and establish some vegetated buffer areas between residential and non-residential development. <p>This concept plan will not be necessary if a TNV is introduced to control building heights. Landscaping and setbacks are more suitable to be addressed in the zone policy.</p>
	Sir Donald Bradman Drive (Mile End) Commercial	Partially	<p>This concept plan seeks to:</p> <ul style="list-style-type: none"> limit the height of development to 2-3 storeys depending on the location; indicate setbacks from street frontages; and establish some vegetated buffer areas between residential and non-residential development. <p>This concept plan will not be necessary if a TNV is introduced to control building heights. Landscaping and setbacks are more suitable to be addressed in the zone policy.</p>
	South Road (Keswick) Commercial	Partially	<p>This concept plan seeks to:</p> <ul style="list-style-type: none"> limit the height of development to 2-3 storeys depending on the location indicate setbacks from street frontages; and establish some vegetated buffer areas between residential and non-residential development.

			<p>This concept plan will not be necessary if a TNV is introduced to control building heights. Landscaping and setbacks suitable to be addressed in the zone policy.</p>
	South Road (Mile End) Commercial	Partially	<p>This concept plan seeks to:</p> <ul style="list-style-type: none"> limit the height of development to 2 storeys depending on the location; and indicate setbacks from street frontages. <p>This concept plan will not be necessary if a TNV is introduced to control building heights. Setbacks are more suitable to be addressed in the zone policy.</p>
	South Road (Mile End South) Commercial	Partially	<p>This concept plan seeks to:</p> <ul style="list-style-type: none"> limit the height of development to 2-3 storeys depending on the location indicate setbacks from street frontages; and establish some vegetated buffer areas between residential and non-residential development. <p>This concept plan will not be necessary if a TNV is introduced to control building heights. Landscaping and setbacks are more suitable to be addressed in the zone policy.</p>
	Office Park Commercial	No	<p>This concept plan seeks to establish:</p> <ul style="list-style-type: none"> access points to public roads; pedestrian and cycle movements; built form to address the public street; landscaping areas; and land use. <p>This is very prescriptive and cannot be achieved with the existing entrenched land uses such as the Railway buildings, carpark and RAA facility.</p> <p>Access points, pedestrian and cycle movements will all need to be considered when development is proposed. Richmond Road is a DFTI controlled road and they will have direction when it comes to a referral. Landscaping and built form addressing the public realm are generic techniques that should apply to most development and could be included in the zoning policy.</p>

	Mile End Recreation	No	<p>This concept plan seeks to establish:</p> <ul style="list-style-type: none"> pedestrian / cycle routes, open space, and landscape buffers. <p>These connections already exist as part of the public road network, any public infrastructure needed will need to be considered by Council and DPTI rather than through a development application.</p>
	Mile End South Recreation	No	<p>This concept plan has been fulfilled as aspects such as parking, stormwater basin, landscape buffer and access exist now.</p>
	Adelaide Shores	No	<p>This concept plan seeks to establish:</p> <ul style="list-style-type: none"> future cycling routes; and to link infrastructure in with City of Charles Sturt and City of Holdfast. <p>This concept plan is not necessary as this infrastructure will unlikely require a development application, therefore having this concept plan in a document used for development assessment is not particularly useful.</p>
	Brickworks District Centre	No	<p>This concept plan is no longer necessary as the Brickworks market development has already been completed.</p>
	Kurralta Park District Centre	No	<p>This concept plan seeks to establish:</p> <ul style="list-style-type: none"> landscape buffers; setbacks; and vehicular access.

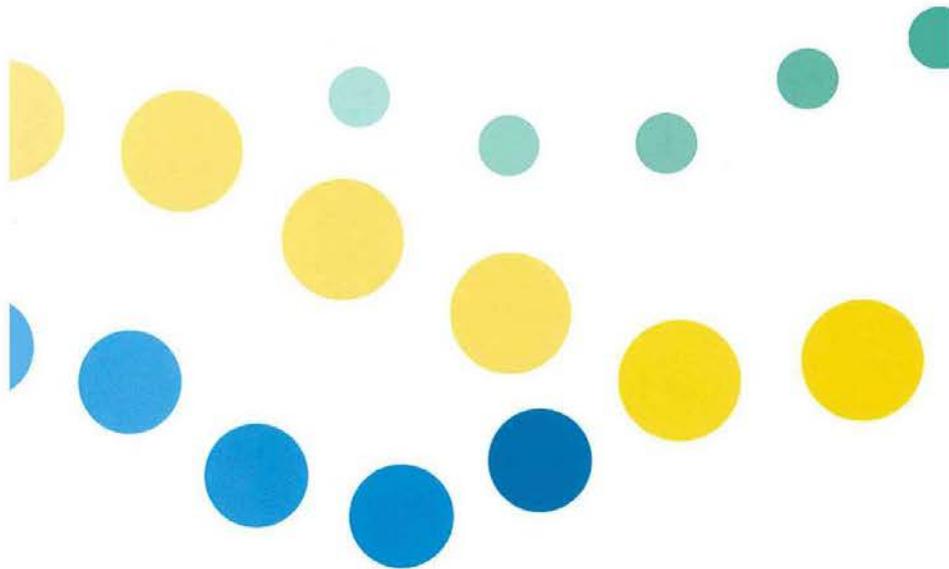
	Former Apollo Stadium Industry	No	<p>These are not necessary as part of a concept plan and could be achieved via other mechanisms such as DPTI referrals and interface provisions in the P+D Code.</p>
	Former Apollo Stadium Industry	No	<p>This concept plan seeks to establish:</p> <ul style="list-style-type: none"> landscape buffers; setbacks; and vehicular access. <p>These are not necessary as part of a concept plan and could be achieved via other mechanisms such as DPTI referrals and interface provisions in the P+D Code.</p>
	North Plympton / Camden Park Industry	No	<p>This concept plan seeks to establish:</p> <ul style="list-style-type: none"> landscape buffers; setbacks; and front setbacks. <p>These are not necessary as part of a concept plan and could be achieved via other mechanisms such as DPTI referrals and interface provisions in the P+D Code.</p>
	Novar Gardens Industry	No	<p>This concept plan seeks to establish:</p> <ul style="list-style-type: none"> landscape buffers; setbacks; and vehicular access. <p>These are not necessary as part of a concept plan and could be achieved via other mechanisms such as DPTI referrals and interface provisions in the P+D Code.</p>
	Netley Industry	No	<p>This concept plan seeks to establish:</p> <ul style="list-style-type: none"> landscape buffers; setbacks; and vehicular access. <p>These are not necessary as part of a concept plan and could be achieved via other mechanisms such as DPTI referrals and interface provisions in the P+D Code.</p>

			
	Hilton Neighbourhood Centre	No	<p>This concept plan seeks to establish:</p> <ul style="list-style-type: none"> landscape buffers; land use in certain areas; setbacks; and vehicular access. <p>These are not necessary as part of a concept plan and could be achieved via other mechanisms such as DPTI referrals and interface provisions in the P+D Code. It is not feasible to attempt to control specific types of land uses over and above envisaged land uses. If an application for a different type of land use comes in, council would not be able to refuse it based on the concept plan.</p>
	Marleston Neighbourhood Centre	No	<p>This concept plan seeks to establish:</p> <ul style="list-style-type: none"> landscape buffers; car parking areas; and setbacks. <p>These are not necessary as part of a concept plan and could be achieved via other mechanisms such as DPTI referrals and interface provisions in the P+D Code.</p>
	Novar Gardens Neighbourhood Centre	No	<p>This concept plan seeks to establish:</p> <ul style="list-style-type: none"> landscape buffers; setbacks; and vehicular access. <p>These are not necessary as part of a concept plan and could be achieved via other mechanisms such as DPTI referrals and interface provisions in the P+D Code.</p>
	Richmond Neighbourhood Centre	No	<p>This concept plan seeks to establish:</p> <ul style="list-style-type: none"> landscape buffers; vehicular access; car parking areas; and setbacks.

			These are not necessary as part of a concept plan and could be achieved via other mechanisms such as DPTI referrals and interface provisions in the P+D Code.
	Tennyson Street Neighbourhood Centre	No	<p>This concept plan seeks to establish:</p> <ul style="list-style-type: none"> landscape buffers; land use in certain areas; setbacks; and vehicular access. <p>These are not necessary as part of a concept plan and could be achieved via other mechanisms such as DPTI referrals and interface provisions in the P+D Code. It is not feasible to attempt to control specific types of land uses over and above envisaged land uses. If an application for a different type of land use comes in, council would not be able to refuse it based on the concept plan.</p>
	Residential Promenade	Yes	<p>This concept plans seeks to establish:</p> <ul style="list-style-type: none"> areas of higher density residential development; green connections; pedestrian linkages; and acoustic vegetative buffers. <p>This is a relevant concept plan and should be integrated into the P+D Code and supported by a PO and DTS/DPF</p>
	Underdale Urban Renewal	Yes	<p>This concept plans seeks to establish:</p> <ul style="list-style-type: none"> areas of higher density residential development; green connections; indicative east / west road connections; pedestrian linkages; and setbacks from Hardys Road and an associated landscape buffer. <p>This is a relevant concept plan and should be integrated into the P+D Code and supported by a PO and DTS/DPF</p>



Attachment Two:
Historic Area Statements and Character Area Statements



Historic Area Statements and Character Area Statements

On the 24 December 2019, DPTI released the Historic Area Statements and Character Areas Statements for Phase 3 Councils. These have been based on the Historic Area and Character Area Statements endorsed by Council on 19 November 2019. A comparison between the Council-endorsed Historic Area and Character Area Statements and the DPTI proposed statements can be seen following general commentary on the effectiveness of the Statements provided by DPTI. Information missing between the Council endorsed statements and the DPTI proposed statements has been highlighted in yellow in the table.

General comments:

- There seems to be an inconsistency with the terms used, for example:

	WTCC	Mitcham	Burnside
1	Second storey within the roof space	Second storey development located within the roof space or to rear of dwellings	Any upper storey elements integrated sympathetically into the dwelling design and generally not visible from street
2	<u>Low to very low density</u> site areas. Wide frontages. Detached dwellings on substantial allotments	Traditional rectangular grid pattern. <u>Generally large site areas. Generally large street frontage widths large.</u> Large front of dwelling setback. Vehicular access from rear lanes of many dwellings	<u>Substantial</u> rectangular blocks

- The numerical site areas and frontage widths have been removed, it is noted that this has been removed from all councils Historic Area and Character Area Statements. The loss of these numerical figures means that proposed allotments must only achieve the density that has been set i.e. low density means <35 dwellings per hectare (sites areas >285m²) this is a significant difference to the prevailing character of these areas. The term 'wide frontages' does not provide any guidance as to its actual size. This term can and does mean different things to different practitioners, developers and property owners.
- The general feeling is that detail has been lost in the statements proposed by DPTI. This has the implication of reducing consistency as an assessment will be subjective based on the authorised officers assessment of the area, adjoining development and proposed development.
- The DPTI proposed statements are considered to have detrimentally impacted upon the readability of the statements. In their proposed form, details could be lost due to the single or double word sentences one after the other. The Council endorsed version of the statements, were easier to read due to its dot point nature.

- The removal of the 'no carports/ garages forward of the main façade' is concerning as there do not appear to be sufficient controls in the Planning and Design Code to prevent this from occurring.
- The removal of 'Driveways being designed to retain existing street trees' is concerning as there doesn't appear to be any other controls within the Planning and Design code that would prevent this.
- The '*additions located to the rear of the main dwelling*' has also been removed which is curious as other Council statements have included similar wording such as '*Any upper storey elements integrated sympathetically into the dwelling design and generally not visible from street*'.
- The removal of "(not Zinalume)" is likely to encourage the use of Zinalume in roofing and outbuilding applications. Galvanised iron is coated in almost pure zinc while Zinalume is coated in an alloy of approximately 55% aluminium, 43.5% zinc and 1.5% silicon. Although the building industry encourages the use of Zinalume as a replacement to galvanised iron, the reflectivity and appearance is quite different.
- It is noted that the headings for some of the features has changed since the DPTI examples were provided to councils.

Elston Street Historic Area Statement (WeTo1)

Council Endorsed

Era of Development	• 1890's - 1920's
Subdivision Pattern	• Low to very low density site areas (>500m ²) • Wide frontages (>12m) • Detached dwellings on substantial allotments
Architectural Buildings	• Predominantly Federation villa style homes with examples of: o Bungalows; and o Art Deco dwellings • Bay windows • Hip, gable and Dutch gable roofs • Integrated and complementary verandahs / porticoes • Simple facade detailing
Materials	• Stone • Brick • Limited rendered masonry • Corrugated pre-coloured or galvanised iron sheeting (not zincalume) • Timber windows • Brick chimneys
Setting and Public Realm	• Strong uniformity of layout and buildings • Side and rear setbacks consistent with existing dwellings to maintain large private yards • Traditional well-maintained gardens • Regularly spaced trees • No carports or garages forward of the main face of the dwelling • Driveways designed to preserve existing street trees • No shared driveways • Additions located to rear of main dwelling
Fencing	• Low to facilitate views of the dwelling • Post and rail with woven wire • Low level stone or masonry • Timber picket
Height	• Generally single storey • Second storey within the roof space

DPTI Proposed

Eras and themes	1890's - 1920's
Allotments and subdivision patterns	Low to very low density site areas. Wide frontages. Detached dwellings on substantial allotments
Architectural features	Predominantly Federation villa style homes with examples of Bungalows and Art Deco dwellings Bay windows. Hip, gable and Dutch gable roofs. Integrated and complementary verandahs / porticoes. Simple facade detailing
Building height	Generally single storey. Second storey within the roof space
Materials	Stone. Brick. Limited rendered masonry. Corrugated pre-coloured or galvanised iron sheeting. Timber windows. Brick chimneys
Fencing	Low fencing facilitating views of the dwelling. Post and rail with woven wire. Low level stone or masonry. Timber picket
Setting and public realm features	Strong uniformity of layout and buildings. Consistent side and rear setbacks, large private yards. Traditional well-maintained gardens. Regularly spaced trees.

Comments in addition the general comments:

1. The removal of 'No shared driveways' reduces Council's ability to prevent this from occurring. Shared driveways are often a minimum of 6m wide and have a significant impact on the streetscape. The removal of this statement also will allow group dwellings and hammerhead development where it has previously been discouraged.

Mile End Historic Area Statement (WeTo2)

Council Endorsed

Era of Development	• 1860's - 1920's
Subdivision Pattern	• Strong uniformity of allotment pattern • Low to very low density site areas (>500m ²) • Wide frontages (>12m) • Subdivision to reinforce the existing allotment pattern • Detached and semi-detached to allotments
Architectural Buildings	• Predominantly detached Victorian villas with examples of: o Victorian semi detached row dwellings; o Victorian single fronted cottages o Bungalows; o Inter-war Art Deco dwellings; and o Parapeted shopfronts • Bay windows • Gable and Dutch gable roofs • Steeply pitched hip roofs • Integrated and complementary verandahs / porticoes
Materials	• Stone • Brick • Limited rendered masonry • Corrugated pre-coloured or galvanised iron sheeting (not zincalume) • Timber windows • Leadlight windows • Iron and timber filigree • Red brick chimneys
Setting and Public Realm	• Strong uniformity of layout and buildings • Generous side and rear setbacks consistent with existing dwellings to maintain large private yards • Rear lane vehicular access where available • Traditional well-maintained gardens • Driveways designed to preserve existing street trees • Tree lined streets • No carports or garages forward of the dwelling • Additions located to rear of main dwelling
Fencing	• Low to facilitate views of the dwelling • Post and rail with woven wire • Low level stone or masonry • Timber picket
Height	• Generally single storey • Second storey within the roof space

DPTI Proposed

Eras and themes	1860's - 1920's
Allotments and subdivision patterns	Strong uniformity of allotment pattern. Low to very low density site areas. Wide frontages. Detached and semi-detached to allotments
Architectural features	Predominantly detached Victorian villas with examples of Victorian semidetached row dwellings; Victorian single fronted cottages Bungalows; Inter-war Art Deco dwellings; and Parapeted shopfronts. Bay windows. Gable and Dutch gable roofs. Steeply pitched hip roofs. Integrated and complementary verandahs / porticoes
Building height	Generally single storey. Second storey within the roof space
Materials	Stone. Brick. Limited rendered masonry. Corrugated pre-coloured or galvanised iron sheeting. Timber windows. Leadlight windows. Iron and timber filigree. Red brick chimneys
Fencing	Low fencing facilitating views of the dwelling. Post and rail with woven wire. Low level stone or masonry. Timber picket
Setting and public realm features	Strong uniformity of layout and buildings. Generous side and rear setbacks, maintain large private yards. Traditional well-maintained gardens. Tree lined streets.

Comments in addition the general comments:

1. In addition to the removal of numerical site area and frontage widths, the DPTI statement have also removed "Subdivision to reinforce the existing allotment pattern". This has greatly reduced the control over this area and will support allotments of 285m² or greater regardless of what is around them.
2. The 'additions located to the rear of the main dwelling' has also been removed which is curious as other Council statements have included similar wording such as 'Any upper storey elements integrated sympathetically into the dwelling design and generally not visible from street'.

Richmond Historic Area Statement (WeTo3)

Council Endorsed

Era of Development	• 1900's - 1920's
Subdivision Pattern	• Strong uniformity of allotment pattern • Medium to low density (<math>R230(m)</math>)
Architectural Buildings	• Rectangular shaped allotments with direct street frontage • Predominantly Row and semi-detached dwellings • Predominantly Inter-war dwellings with examples of: o State Bank Bungalows; o Art Deco dwellings • Half-hipped (hipped gable roofs) • Hip roofs • Integrated and complementary verandahs/porticos • Verandahs / porticos
Materials	• Consistent material palette • Brick • Limited rendered masonry • Corrugated pre-coloured or galvanised iron sheeting (not zincalume) • Timber windows • Brick chimneys
Setting and Public Realm	• Strong uniformity of layout and buildings • Side and rear setbacks consistent with existing dwellings • Driveways designed to preserve existing street trees • No carports or garages forward of the main face of the dwelling • Additions located to rear of main dwelling
Fencing	• No fencing or low fencing to facilitate views of the dwelling
Height	• Up to 2 storeys

DPTI Proposed

Eras and themes	1900's - 1920's
Allotments and subdivision patterns	Strong uniformity of allotment pattern. Medium to low density. Rectangular shaped allotments with direct street frontage. Predominantly Row and semi-detached dwellings.
Architectural features	Predominantly Inter-war dwellings with examples of State Bank Bungalows and Art Deco dwellings Half-hipped (hipped gable roofs). Hip roofs. Integrated and complementary verandahs/porticos
Building height	Up to 2 storeys
Materials	Consistent material palette. Brick. Limited rendered masonry. Corrugated pre-coloured or galvanised iron sheeting. Timber windows. Brick chimneys
Fencing	No fencing or low fencing facilitating views of the dwelling
Setting and public realm features	Strong uniformity of layout and buildings. Consistent side and rear setbacks. Street trees

Comments in addition the general comments:

1. Nil

Rose Street Historic Area Statement (WeTo4)

Council Endorsed

Era of Development	• 1900's - 1920's
Subdivision Pattern	• Strong uniformity of allotment pattern • Low to very low density site areas (<math>R600(m)</math>)
Architectural Buildings	• Rectangular shaped allotments with direct street frontage • Narrow and deep allotments • Predominantly semi-detached dwellings to allotments • Strong uniformity in architectural style • Predominantly semi-detached Gothic workers cottages • Pitched roofs • Verandahs / porticos • Parapeted gable • Complementary to historic buildings
Materials	• Strong uniformity in material palette • Stone • Brick • Corrugated pre-coloured or galvanised iron sheeting (not zincalume) • Timber windows • Leadlight windows • Red brick chimneys
Setting and Public Realm	• Consistent front setbacks • Side and rear setbacks consistent with existing dwellings • Traditional well-maintained gardens • Driveways designed to preserve existing street trees • No carports or garages forward of the main face of the dwelling • Vehicle access from laneways • No crossovers to Rose Street frontages • Additions located to rear of main dwelling
Fencing	• No fencing or low fencing to facilitate views of the dwelling • Timber picket to boundary
Height	• Generally single storey • Second storey is to be within the roof space

DPTI Proposed

Eras and themes	1900's - 1920's
Allotments and subdivision patterns	Strong uniformity of allotment pattern. Low to very low density site areas. Rectangular shaped allotments with direct street frontage. Narrow and deep allotments. Predominantly semi-detached dwellings to allotments
Architectural features	Strong uniformity in architectural style. Predominantly semi-detached Gothic workers cottages. Pitched roofs. Verandahs / porticos. Parapeted gable. Features associated with traditional era and style of buildings.
Materials	Strong uniformity in material palette. Stone. Brick. Corrugated precoloured or galvanised iron sheeting. Timber windows. Leadlight windows. Red brick chimneys
Setting and public realm features	Consistent front setbacks. Consistent side and rear setbacks. Traditional well-maintained gardens. Street trees. Vehicle access from laneways, particularly Rose Street.
Fencing	No fencing or low fencing facilitating views of the dwelling. Timber picket to boundary
Building height	Generally single storey. Second storey within the roof space

*DPTI table above has a different order and layout out to other tables

Comments in addition the general comments:

1. Nil

Torrensville East Historic Area Statement (WeTo5)

Council Endorsed

Era of Development	• 1880's - 1930's
Subdivision Pattern	• Low to very low density site areas (>500m ²) • Wide frontages (>12m) • Narrow and deep allotments • Consistent and uniform allotment pattern
Architectural Buildings	• Predominantly Victorian and Federation style villa and cottage dwellings with examples of: o Californian and State Bank Bungalows; o Single fronted cottages; and o Parapeted shopfronts • Hip, gable and Dutch gable roofs • Bay windows • Verandahs / porches • Simple detailing • Window awnings
Materials	• Stone • Brick • Limited rendered masonry • Corrugated pre-coloured or galvanised iron sheeting (not zincalume) • Tiled roofs • Timber windows • Iron and timber filigree • Red brick chimneys
Setting and Public Realm	• Strong uniformity of layout and buildings • Side and rear setbacks consistent with existing dwellings to maintain large private yards • Traditional well-maintained gardens • Tree lined streets • No carports or garages forward of the dwelling • Driveways designed to preserve existing street trees • Additions located to rear of main dwelling • Wide streets
Fencing	• Low to facilitate views of the dwelling • Post and rail with woven wire • Low level stone or masonry • Timber picket
Height	• Generally single storey • Second storey is to be within the roof space

DPTI Proposed

Eras and themes	1880's - 1930's
Allotments and subdivision patterns	Low to very low density site areas. Wide frontages. Narrow and deep allotments. Consistent and uniform allotment pattern
Architectural features	Predominantly Victorian and Federation style villa and cottage dwellings with examples of Californian and State Bank Bungalows, Single fronted cottages; and Parapeted shopfronts. Hip, gable and Dutch gable roofs. Bay windows. Verandahs / porches. Simple detailing. Window awnings
Building height	Generally single storey. Second storey within the roof space
Materials	Stone. Brick. Limited rendered masonry. Corrugated pre-coloured or galvanised iron sheeting. Tiled roofs. Timber windows. Iron and timber filigree. Red brick chimneys
Fencing	Low fencing to facilitate views of the dwelling. Post and rail with woven wire. Low level stone or masonry. Timber picket
Setting and public realm features	Strong uniformity of layout and buildings. Consistent side and rear setbacks. Large private yards. Traditional well-maintained gardens. Tree lined streets. Wide streets.

Comments in addition to the general comments:

1. Nil

Urban Corridor (High Street) Historic Area Statement (WeTo6)

Council Endorsed

Era of Development	• 1880's - 1920's
Subdivision Pattern	• Linear pattern of development along Henley Beach Road • Medium density site areas • Narrow/deep tenancies • Continuous shopfronts • Fine grained
Architectural Buildings	• Predominantly ornate parapeted, glazed shopfronts • Pedimented parapets • Hidden roof forms • Elaborate parapet treatments • Traditional verandahs • Ornamental timber verandah posts
Materials	• Rendered masonry • Stone • Masonry • Brick • Timber shopfronts • Corrugated pre-coloured or galvanised iron sheeting (not zincalume) • Pressed Metal • Timber verandahs • Materials, finishes and colours representative of existing/original
Setting and Public Realm	• Commercial Strip • Continuous shopfronts • No setback to front boundary • Verandah over footpath • Tree lined streets • Mixed use ground floor • Intimate and engaging public interface • Additions located to rear of main buildings
Height	• Predominantly single storey • Limited two storey to corner allotments

DPTI Proposed

Eras and themes	1880's - 1920's
Allotments and subdivision patterns	Linear pattern of development along Henley Beach Road. Medium density site areas. Narrow/deep tenancies. Continuous shopfronts. Fine grained
Architectural features	Predominantly ornate parapeted, glazed shopfronts. Pedimented parapets. Hidden roof forms. Elaborate parapet treatments. Traditional verandahs. Ornamental timber verandah posts
Building height	Predominantly single storey. Two storey on corner allotments
Materials	Rendered masonry. Stone. Masonry. Brick. Timber shopfronts. Corrugated pre-coloured or galvanised iron sheeting. Pressed Metal. Timber verandahs. Materials, finishes and colours associated with original eras and styles.
Fencing	[Not stated]
Setting and public realm features	Commercial Strip. Continuous shopfronts. No setback to front boundary. Verandahs over footpath. Tree lined streets. Intimate and engaging public interface

Comments in addition to the general comments:

1. DPTI's removal of 'Mixed use ground floor' is not considered to have too much of an impact as these statements relate more to the built form rather than land use. There should be other provisions within the Planning and Design Code which relate to land use.

Ashford Character Area Statement (WeTo-C1)

Council Endorsed

Era of Development	• 1920's - 1940's
Subdivision Pattern	• Strong uniformity of allotment pattern • Low to very low density site areas (> 600m ²) • Wide street frontages (> 14m) • Medium sized detached dwellings on substantial allotments
Architectural Buildings	• Predominantly Tudor and Bungalow dwellings • Articulated hip and gable roofs • Verandahs / porticos • Verandahs as continuation of main roof structure
Materials	• Brick • Painted brick • Stone • Rendered masonry • Corrugated pre-coloured or galvanised iron sheeting (not zincalume) • Tiled roofs • Timber windows
Setting and Public Realm	• Strong uniformity of layout and buildings • Side and rear setbacks consistent with existing dwellings to maintain large private yards • Generous traditional well-maintained gardens • Tree lined streets • No carports or garages forward of the dwelling • Additions located to rear of main dwelling
Fencing	• Low to facilitate views of the dwelling • Post and rail with woven wire • Low level stone or masonry • Timber picket
Height	• Generally single storey • Second storey within the roof space

DPTI Proposed

Eras and themes	1920's - 1940's
Allotments and subdivision patterns	Strong uniformity of allotment pattern. Low to very low density site areas. Wide street frontages. Medium sized detached dwellings on substantial allotments
Architectural features	Predominantly Tudor and Bungalow dwellings. Articulated hip and gable roofs. Verandahs / porticos. Verandahs as continuation of main roof structure
Building height	Generally single storey. Second storey within the roof space
Materials	Brick. Painted brick. Stone. Rendered masonry. Corrugated precoloured or galvanised iron sheeting. Tiled roofs. Timber windows
Fencing	Low fencing facilitating views of the dwelling. Post and rail with woven wire. Low level stone or masonry. Timber picket
Setting and public realm features	Strong uniformity of layout and buildings. Consistent side and rear setbacks, large private yards. Generous traditional well-maintained gardens. Tree lined streets

Comments in addition to the general comments:

1. none

Cowandilla / Mile End West Character Area Statement (WeTo-C2)

Council Endorsed

Era of Development	• 1920's - 1940's
Subdivision Pattern	• Strong uniformity of allotment pattern • Low to very low density site areas (500m ² - 650m ²) • Narrow and deep allotments • Detached and semi-detached dwellings on substantial allotments
Architectural Buildings	• Predominantly Californian and State Bank Bungalows with some examples of: <ul style="list-style-type: none"> o Spanish Mission; o Dutch Colonial dwellings; o Detached and semi-detached federation cottages/villas; o Victorian era cottages/villas; and o Early inter-war dwellings • Gable and Dutch gable roofs with hips • Verandahs / porticos
Materials	• Brick • Painted brick • Stone • Rendered masonry • Corrugated pre-coloured or galvanised iron sheeting (not zincalume) • Timber windows • Brick/red brick chimneys
Setting and Public Realm	• Strong uniformity of layout and buildings • Side and rear setbacks consistent with existing dwellings to maintain large private yards • Additions located to the rear • Generous traditional well-maintained gardens • Tree lined streets • No carports or garages forward of the dwelling
Fencing	• Low to facilitate views of the dwelling • Post and rail with woven wire • Low level stone or masonry • Timber picket
Height	• Generally single storey • Second storey within the roof space or complementary to single storey character

DPTI Proposed

Eras and themes	1920's - 1940's
Allotments and subdivision patterns	Strong uniformity of allotment pattern. Low to very low density site areas. Narrow and deep allotments. Detached and semi-detached dwellings on substantial allotments
Architectural features	Predominantly Californian and State Bank Bungalows with some examples of Spanish Mission; Dutch Colonial dwellings; Detached and semi-detached federation cottages/villas; Victorian era cottages/villas; and Early inter-war dwellings. Gable and Dutch gable roofs with hips. Verandahs / porticos
Building height	Generally single storey. Second storey within the roof space
Materials	Brick. Painted brick. Stone. Rendered masonry. Corrugated precoloured or galvanised iron sheeting. Timber windows. Brick/red brick chimneys
Fencing	Low fencing facilitating views of the dwelling. Post and rail with woven wire. Low level stone or masonry. Timber picket
Setting and public realm features	Strong uniformity of layout and buildings. Consistent side and rear setbacks, large private yards. Generous traditional well-maintained gardens. Tree lined streets

Comments in addition to the general comments:

1. The DPTI proposed statement will be more restrictive to development as it doesn't include 'or complementary to single storey character'.

Glandore Character Area Statement (WeTo-C3)

Council Endorsed

Era of Development	• 1920's - 1940's
Subdivision Pattern	<ul style="list-style-type: none"> • Strong uniformity of allotment pattern • Low to very low density site areas (>500m²) • Wide street frontages (> 14m) • Detached on substantial allotments
Architectural Buildings	<ul style="list-style-type: none"> • Predominantly Bungalows with some examples of: <ul style="list-style-type: none"> o Spanish Mission; o Dutch Colonial; o Tudor; o Inter-war old English; and o Inter-war Art Deco dwellings • Hip, gable and dutch gable roofs • Verandahs / porticos • Verandahs as continuation of main roof structure
Materials	<ul style="list-style-type: none"> • Brick • Painted brick • Stone • Rendered masonry • Corrugated pre-coloured or galvanised iron sheeting (not zincalume) • Timber windows • Brick/red brick chimneys • Painted masonry decorative columns
Setting and Public Realm	<ul style="list-style-type: none"> • Strong uniformity of layout and buildings • Side and rear setbacks consistent with existing dwellings to maintain large private yards • Generous traditional well-maintained gardens • Tree lined streets • No carports or garages forward of the dwelling
Fencing	<ul style="list-style-type: none"> • Low to facilitate views of the dwelling • Post and rail with woven wire • Low level stone or masonry • Timber picket
Height	<ul style="list-style-type: none"> • Generally single storey • Second storey within the roof space

DPTI Proposed

Eras and themes	1920's - 1940's
Allotments and subdivision patterns	Strong uniformity of allotment pattern. Low to very low density site areas. Wide street frontages. Detached on substantial allotments
Architectural features	Predominantly Bungalows with some examples of Spanish Mission, Dutch Colonial, Tudor, Inter-war old English; and Inter-war Art Deco dwellings. Hip, gable and Dutch gable roofs. Verandahs / porticos. Verandahs as continuation of main roof structure
Building height	Generally single storey. Second storey within the roof space
Materials	Brick, Painted brick, Stone, Rendered masonry, Corrugated pre-coloured or galvanised iron sheeting, Timber windows, Brick/red brick chimneys, Painted masonry decorative columns
Fencing	Low fencing facilitating views of the dwelling. Post and rail with woven wire. Low level stone or masonry. Timber picket
Setting and public realm features	Strong uniformity of layout and buildings. Consistent side and rear setbacks, large private yards. Generous traditional well-maintained gardens. Tree lined streets

Comments in addition the general comments:

1. none

Lockleys Character Area Statement (WeTo-C4)

Council Endorsed

Era of Development	• 1920's - 1950's
Subdivision Pattern	<ul style="list-style-type: none"> • Strong uniformity of allotment pattern • Low to very low density site areas (500m² - 650m²) • Wide street frontages (> 14m) • Detached and semi-detached dwellings on substantial allotments
Architectural Buildings	<ul style="list-style-type: none"> • Mixture of Bungalows, Tudor, Dutch Colonial and Art deco style dwellings with examples of: <ul style="list-style-type: none"> o Spanish Mission o Arts and Crafts • Pitched roofs • Verandahs / porticos
Materials	<ul style="list-style-type: none"> • Brick • Painted brick • Stone • Rendered masonry • Tiled roofs • Corrugated pre-coloured or galvanised iron sheeting (not zincalume)
Setting and Public Realm	<ul style="list-style-type: none"> • Strong uniformity of layout and buildings • Side and rear setbacks consistent with existing dwellings to maintain large private yards • Wide side boundaries • Generous traditional well-maintained gardens • Tree lined streets • No carports or garages forward of the dwelling • Low site coverage
Fencing	<ul style="list-style-type: none"> • No fencing or low to facilitate views of the dwelling • Post and rail with woven wire • Low level stone or masonry • Timber picket
Height	• Single and double storey

DPTI Proposed

Eras and themes	1920's - 1950's
Allotments and subdivision patterns	Strong uniformity of allotment pattern. Low to very low density site areas. Wide street frontages. Detached and semi-detached dwellings on substantial allotments
Architectural features	Mixture of Bungalows, Tudor, Dutch Colonial and Art deco style dwellings with examples of Spanish Mission and Arts and Crafts. Pitched roofs. Verandahs / porticos
Building height	Single and double storey
Materials	Brick, Painted brick, Stone, Rendered masonry, Tiled roofs, Corrugated pre-coloured or galvanised iron sheeting
Fencing	No or low fencing facilitating views of the dwelling. Post and rail with woven wire. Low level stone or masonry. Timber picket
Setting and public realm features	Strong uniformity of layout and buildings. Consistent side and rear setbacks, large private yards. Wide side boundaries. Generous traditional well-maintained gardens. Tree lined streets. Low site coverage

Comments in addition the general comments:

1. Upon reflection the wording 'wide side boundaries' does not make much sense and should be reworded to 'wide side setbacks' 'consistent side setbacks' or 'generous side setbacks'.

Novar Gardens Character Area Statement (WeTo-C5)

Council Endorsed

Era of Development	• 1950's - 1970's
Subdivision Pattern	• Low density site areas (>500m ²) • Wide street frontages (>20m) • Strong uniformity of allotment pattern • Detached dwellings on relatively square allotments
Architectural Buildings	• Predominantly Art deco dwellings • Pitched roofs with eaves • Verandahs / porticos
Materials	• Brick • Face stone • Corrugated pre-coloured or galvanised iron sheeting (not zincalume) • Tiled roofs • Timber windows • Feature stone chimneys
Setting and Public Realm	• Consistent front setbacks • Generous well-maintained gardens • No carports or garages forward of the dwelling
Fencing	• No front fences • Side fences no further forward than the building line
Height	• Single storey • Discreetly integrated two storey elements within roof space

DPTI Proposed

Eras and themes	1950's - 1970's
Allotments and subdivision patterns	Low density site areas. Wide street frontages. Strong uniformity of allotment pattern. Detached dwellings on relatively square allotments
Architectural features	Predominantly Art deco dwellings. Pitched roofs with eaves. Verandahs / porticos.
Building height	Single storey. Discreetly integrated two storey elements within roof space
Materials	Brick. Face stone. Corrugated pre-coloured or galvanised iron sheeting. Tiled roofs. Timber windows. Feature stone chimneys
Fencing	No front fences. Side fences no further forward than the building line
Setting and public realm features	Consistent front setbacks. Generous well-maintained gardens

Comments in addition to the general comments:

1. Spelling mistake in DPTI version "Strong uniformity of allotment pattern."

Thebarton Character Area Statement (WeTo-C6)

Council Endorsed

Era of Development	• 1890's - 1940's
Subdivision Pattern	• Medium to very low density site areas (270m ² - 850m ²) • Subdivision consistent with allotment pattern in the immediate locality • Detached, semi-detached and row dwellings on substantial allotments
Architectural Buildings	• Predominantly detached and semi-detached Victorian and Federation villas/cottages and • Bungalow style dwellings with examples of: o Single fronted cottages, o Row dwellings, and o Tudor style dwellings • Hip, gable and Dutch gable roofs • Verandahs / porticos
Materials	• Brick • Painted brick • Stone • Corrugated pre-coloured or galvanised iron sheeting (not zincalume) • Timber windows • Timber verandah posts • Timber filigree • Red brick chimneys
Setting and Public Realm	• Front setbacks (8m-9m) • Side setbacks (>2m west of South Road) • Large rear setbacks to provide sense of space • Low site coverage • Well established tree lined streets • No carports or garages forward of the dwelling • Vehicle access from laneways where possible • Narrow frontages (east of South Road) • Additions located to rear of main dwelling
Fencing	• Low to facilitate views of the dwelling • Post and rail with woven wire • Low level stone or masonry • Timber picket
Height	• Generally single storey • Second storey within the roof space

DPTI Proposed

Eras and themes	1890's - 1940's
Allotments and subdivision patterns	Medium to very low density site areas. Subdivision consistent with allotment pattern in the immediate locality. Detached, semi-detached and row dwellings on substantial allotments
Architectural features	Predominantly detached and semi-detached Victorian and Federation villas/cottages and Bungalow style dwellings with examples of Single fronted cottages; Row dwellings, and Tudor style dwellings. Hip, gable and Dutch gable roofs. Verandahs / porticos
Building height	Generally single storey. Second storey within the roof space
Materials	Brick. Painted brick. Stone. Corrugated pre-coloured or galvanised iron sheeting. Timber windows. Timber verandah posts. Timber filigree. Red brick chimneys
Fencing	Low fencing facilitating views of the dwelling. Post and rail with woven wire. Low level stone or masonry. Timber picket
Setting and public realm features	Front setbacks small to medium front and side setbacks. Large rear setbacks provide sense of space. Low site coverage. Well established tree lined streets. Narrow frontages (east of South Road)

Comments in addition to the general comments:

1. The DPTI proposed statements have removed the numerical figures for front and side setbacks. DPTI's term 'Small to medium front setbacks' is subjective and will not create consistency amongst assessments/ built form.

Torrensville Character Area Statement (WeTo-C7)

Council Endorsed

Era of Development	<ul style="list-style-type: none"> 1890's - 1940's
Subdivision Pattern	<ul style="list-style-type: none"> Low to very low density site areas (340m² - 650m²) Wide frontages (>16m) Commercial development along Henley Beach Road on smaller/narrower allotments Detached and semi-detached dwellings on substantial allotments
Architectural Buildings	<ul style="list-style-type: none"> Predominantly Victorian and Federation Villas, Tudor and Bungalow style dwellings with examples of: <ul style="list-style-type: none"> Row cottages; Single fronted cottages; Spanish Mission dwellings; and Parapeted shopfronts Strong uniformity of layout and buildings Hip, gable and Dutch gable roofs Integrated and complementary verandahs / porches
Materials	<ul style="list-style-type: none"> Brick Painted brick Stone Rendered masonry Corrugated pre-coloured or galvanised iron sheeting (not zincaluma) Timber windows Brick chimneys
Setting and Public Realm	<ul style="list-style-type: none"> Front setbacks (>7m) Side setbacks (>7.5m) Rear setbacks consistent with existing dwellings to maintain large private yards Traditional well-maintained gardens Driveways designed to preserve existing street trees Tree lined streets No carports or garages forward of the dwelling Additions located to rear of main dwelling
Fencing	<ul style="list-style-type: none"> Low to facilitate views of the dwelling Post and rail with woven wire Low level stone or masonry Timber picket
Height	<ul style="list-style-type: none"> Generally single storey Second storey within the roof space

DPTI Proposed

Era and themes	1890's - 1940's
Allotments and subdivision patterns	Low to very low density site areas. Wide frontages. Commercial development along Henley Beach Road on smaller/narrower allotments. Detached and semi-detached dwellings on substantial allotments
Architectural features	Predominantly Victorian and Federation Villas, Tudor and Bungalow style dwellings with examples of Row cottages, Single fronted cottages, Spanish Mission dwellings, and Parapeted shopfronts. Strong uniformity of layout and buildings. Hip, gable and Dutch gable roofs. Integrated and complementary verandahs / porches
Building height	Generally single storey. Second storey within the roof space
Materials	Brick. Painted brick. Stone. Rendered masonry. Corrugated precoloured or galvanised iron sheeting. Timber windows. Brick chimneys
Fencing	Low fencing facilitating views of the dwelling. Post and rail with woven wire. Low level stone or masonry. Timber picket
Setting and public realm features	Large front and side setbacks. Consistent rear setbacks. Large private yards. Traditional well-maintained gardens. Tree lined streets

Comments in addition to the general comments:

- The numerical front and side setbacks have been removed by DPTI. They have replaced it with 'large' front setbacks, again this is a subjective term. It should be noted that no reference to side setbacks has been included in the DPTI version.

Recommendations:

1. To reinstate the information removed from the Council endorsed Historic and Character Area Statements;
2. To alter the wording of the Lockleys Character Area statement WeTo-C4 from wide side boundaries to wide side setbacks.



Attachment Five:

**West Torrens Council: Draft Planning + Design Code-
Response Two**





21 February 2020

State Planning Commission
PO Box 1815
ADELAIDE SA 5001

Via email: DPTI.PlanningReform@sa.gov.au

To whom it may concern,

RE: Draft Planning and Design Code Consultation- Response Two

Following the release of the Draft Planning and Design Code in October 2019, this is the second instalment of feedback presented by West Torrens Council in response to the draft Planning and Design Code released for consultation in October 2019.

The intent of early and staged responses is to identify core issues for West Torrens that would benefit from prompt attention and allow for actions from both SPC and DPTI prior to the Code's 'go live' date.

In order to meet the expectations of the community, the Administration has been working with Council to understand the pertinent issues as they relate to the West Torrens community and to date, the following issues have been identified:

- The need to update and complete the Draft planning and Design Code in order for it to be rereleased for consultation;
- The need to provide greater public notification for a wider range of development applications, especially when adjacent residential areas;
- That existing local content from the Development Plan should be retained and reflected in the Code;
- Significant concerns with regard to the impact of infill, particularly around car parking, urban heat, loss of tree canopy;
- A need to ensure adequate policy is contained within the Code to enable appropriate assessment of performance assessed development applications; and
- A desire to strengthen provisions that guide the assessment of 'restricted development' by improving the adequacy of policy captured in the Code.

However, stakeholders have only been provided the opportunity to influence:

- Parts of the Code Framework: the number and type of zones, sub-zones, overlays and general development policy modules.
- Code Content: the wording of policies within the Code (Desired Outcomes, Performance Outcomes and Deemed to Satisfy requirements); the range of definitions; and the way in which definitions are expressed.
- Code Spatial Application: the spatial application of Zones, Sub-zones and Overlays to the various parts of the State;

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- Assessment Procedures: assignment of development types to assessment pathways and exemptions from public notification triggers for Performance Assessed development types.

Aspects of the Code that cannot be influenced include:

- Parts of the Code Framework: the fact that the Code will replace Development Plans and the structure of the Code (Overlays, Zones and Sub-zones, General Development Policies); principles of the Code (e.g. simplify); and criteria for Zones and Sub-zones.
- Assessment: the procedures for assessment and public notification; and the existence of definitions.

On this basis, and further to Council's first response which focussed on concept plans, Historic and Character Area statements, Zones and TNVs, the enclosed response from Council relates to code content (specifically to the 'Neighbourhood Zones') and the assessment procedures including public notification and restricted development.

Should you require further information or would like to discuss the contents of this submission, please contact Sue Curran, Manager Strategy and Business on 8416 6333.

Yours sincerely,



Terry Buss PSM
Chief Executive Officer
City of West Torrens

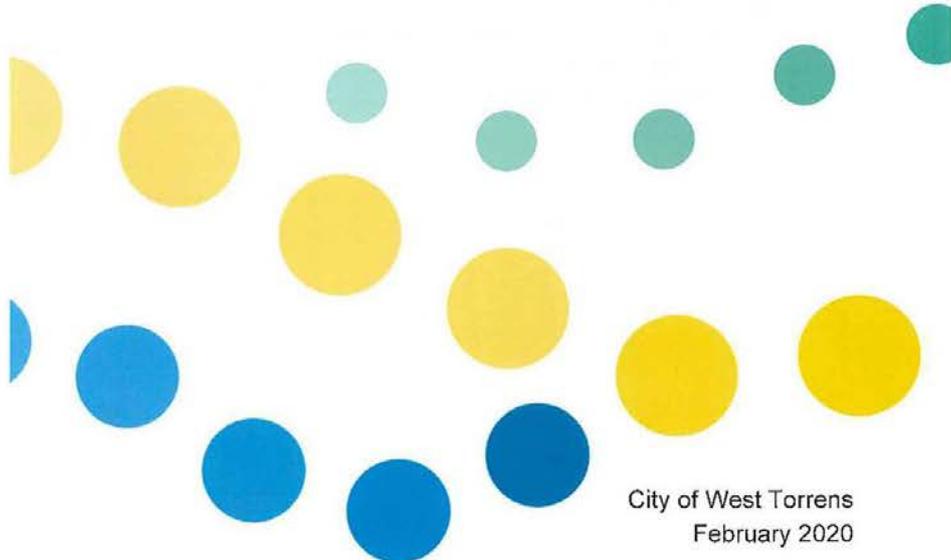
Enclosed:

City of West Torrens Response No. 2 to the draft Planning and Design Code



Draft Planning and Design Code Consultation Response Two

- Code Policy Content
 - Assessment Procedures
- Heritage and Character Statements
 - Matters Raised by Council



City of West Torrens
February 2020

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1.0 Iterative Consultation Timeline

Council also wishes to highlight concern regarding the process of engagement undertaken to elicit feedback on the draft Planning and Design Code (the Code). The Code was released for consultation on 1 October 2019 with Phase 3 responses due by 28 February 2020. However, as recognised by DPTI and the SPC, not all aspects of the Code have been finalised and it has become quickly evident that the documents on consultation are highly erroneous. As an example, an internal Administration review found over 100 issues in a single zone.

1.1 Initial Version

The initial version of the Code was provided without page numbers or bookmarks, making it difficult to navigate and interpret, even for highly experienced planners. DPTI advised that the Code be used in conjunction with the ePlanning system and therefore the PDF version of the Code was only temporary.

However, the ePlanning system is not, nor will it be, operational during the consultation period and therefore is not a tool that can be used to assist in the review of the Code. This has made it exceptionally challenging and time consuming for Council to review and then translate for Council Members to facilitate any kind of meaningful feedback within the required timeframes.

1.2 Council-specific version

On 8 October 2019, DPTI released 'council specific' versions of the Code that were alleged to contain only the sections of the Code that were relevant to each individual Local Government Area. However, it was quickly ascertained that these too contained errors and missed critical pieces of information such as sub-zones for the Urban Corridor Zone.

1.2.1 Another Council Specific Version

A further version of the council specific documents was provided at the end of November 2019. This version **did** contain all the relevant zones and subzones yet it retained errors in relation to numbering; Technical, Numerical Variations (TNVs); and references to other sections; and also did not include page numbers, among other issues.

1.3 Assessment Pathways Scenarios

The complexity of the new system has been felt by many practitioners and stakeholders alike, with many not understanding how an application would be assessed. Subsequently, DPTI released development assessment scenarios on 5 December 2019, however they fell well short of stakeholders expectations, merely referencing which provisions needed to be considered, rather than examples of workflow including detail of how an application would actually be assessed to arrive at a consistent decision.

1.4 Heritage Detour

During consultation, DPTI and SPC have recognised that more robust policy is necessary when considering development in areas with important historic heritage and character characteristics. In an effort to resolve this, DPTI invited councils to draft 'Historic Area Statements and Character Area Statements'.

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While this was welcomed as a means of addressing the sentiment vocalised from active community members, however the timing of this change of direction diverted attention and resources away from considering the Code and analysing policy content more broadly.

Ideally, DPTI and SPC would have addressed community concern for the preservation of heritage and character elements earlier on so that more detailed consideration of heritage and character areas could have been included in the draft Code released for consultation.

1.5 Christmas Eve Edition

Under growing pressure from stakeholders, DPTI/ SPC acknowledged that an amendment to the Code was necessary. This was released by DPTI at 6:10pm on 23 December 2019, coinciding with a time traditionally taken as leave and punctuated with public holidays.

The updated 'edit' included a 22 page overview of what had been heard 'so far' throughout the consultation feedback process, and how changes were intended to be addressed, as well as a revised **2,200 page** assessment table. These were documents that had to be considered in conjunction with the documents already on consultation.

This updated table did not provide any tracked changes or indications about what had actually been altered. When a track changes document was requested from DPTI, it was suggested to Council staff that they use two screens to compare the documents side by side. This was not feasible when dealing with 2,200 pages, especially given at this point the consultation period had reached the halfway point and the consultation closing date was not far away.

This updated document served to resolve some of the basic numbering issues but also introduced some major changes, such as the way public notification would occur and the scope for assessors (other than Council) to approve land divisions. These changes were not demonstrated in any detail and remain incomplete, which means there has been no opportunity to test the impact on assessment pathways and provide meaningful feedback on how it is intended to function.

1.6 Consultation Deadline Approaching

During a meeting with Council's Transition Manager the above matters were raised and further detail was requested. DPTI did not provide any further detail and suggested that Council note the absence of detail to comment on. It was indicated that where insufficient information had been provided and identified as such in consultation responses then Council's Administration could continue to work through such issues with their DPTI Code Transition Manager following the close of feedback.

The combination these issues throughout the consultation phase serves to highlight that the Code is severely lacking and not sufficiently advanced to have been released for consultation. This, in combination with the lead times to seek Council approval, and the Christmas/New Year break, has significantly impacted on the time in which Council has had to consider the Code and its impacts on both Council and the communities it serves.

With the 28 February consultation closing date rapidly approaching, it is acknowledged that there is insufficient time to thoroughly analyse and effectively test the entire system proposed as part of the planning reform.

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1.7 Conclusion

In conclusion, Council is seeking to enable DPTI/SPC an early opportunity to understand West Torrens position regarding Code content (specifically in relation to the neighbourhood zones which impact much of West Torrens) and the assessment procedures including public notification and restricted development; to ensure State Government has adequate time to review and consider appropriate amendments with West Torrens prior to the Code going live.

2.0 Code Content: Neighbourhood Zones

The proposed Neighbourhood Zones will have a significant increase in the densities allowed in some areas, resulting in additional dwellings and a raft of associated issues including reduced private open space, greening, and car parking, and, *increased* urban heat and traffic. The issue of zoning and associated densities was addressed in Council's first response, (in a staged series of three) to be provided to SPC and DPTI as feedback on the draft Planning and Design Code. Below is Council's initial response to the Code content as it relates to the Neighbourhood Zones.

2.1 Envisaged Development

The draft Planning and Design Code proposes four Neighbourhood Zones: the Housing Diversity, Suburban, General and Urban Renewal Neighbourhood Zones. These are the zones intended to replace Council's current suite of Residential Zones. The Neighbourhood Zones, as drafted have increased the range of development types envisaged in these areas. Although still primarily residential, envisaged land uses also include:

- Community facility;
- Consulting rooms;
- Educational establishment;
- Office;
- Pre-school; and
- Shop (includes restaurant).

The current Residential Zone supports some of these non-residential land uses when they are of a small scale and serve the local community. The proposed Neighbourhood Zones do not limit the size of these land uses but suggests that:

- up to 200m² they can occur anywhere,
- >200m² should be located on an arterial or collector road and adjacent existing commercial and retail precincts.

It is generally accepted that it is beneficial to locate certain types of non-residential land uses in a residential area as they serve the local residents. However, the scale of such development needs to be considered due to possible impacts on the amenity of a residential area. Issues including car parking, waste collection, noise and on-street parking can become problematic.

As such, consideration needs to be afforded to the impact that opening up the residential areas to these non-residential land uses will have on existing Local Centre and Neighbourhood Centre Zones, which have traditionally accommodated them. There is also potential for 'land use creep' driven by cheaper rents and property prices. DPTI advice indicates that to-date there has been no formal research undertaken into the effects of this policy change on residential areas and centres to support the change.

More careful consideration needs to be given to the scale, location and types of development that will be actively envisaged and supported by the policy.

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- Council provides the following recommendations:
- Floor area caps on non-residential land uses including retail and office;
 - Further consideration of additional policy content for non-residential land uses within Neighbourhood Zones;
 - Request that research and investigations undertaken on the impacts of non-residential land uses in the proposed Neighbourhood Zones including likely impact on existing retail, office and business be undertaken and released;
 - Appropriate policy testing prior to the Planning and Design Code going live to ensure unintended consequences are identified and rectified during an appropriate testing phase.

2.2 Private Open Space (POS)

The Code proposes a number of changes to the provision of Private Open Space (POS) for dwellings, which are generally seen to reduce amenity and usefulness of POS for both the occupant and the environment. Although the overall amount of POS per dwelling remains consistent with current policy, major policy change includes the inclusion of the front yard being in the POS calculation and a reduction in the minimum dimensions of POS to 1.8 metres in lieu of 3-4 metres currently sought by the Development Plan.

While there has been advice to the contrary, the Code does support POS being located in the front yard of dwellings when a 1.8m high fence surrounds it. This will have a considerable impact to the visual amenity of the streetscape, encouraging the erection of high fences, which will hide dwellings, reduce casual surveillance of the street and create a hard face along street verges, as shown in the example below.



Edward St, North Plympton (Source: Google Street view)

Developers are likely to take advantage of this policy shift as it opens up space previously seen as underutilised. This will encourage larger dwellings that are built closer to the rear and side boundaries than previously supported in Council's Development Plan and increase impervious surface on site. There are minimum setbacks for dwellings from side and rear boundaries, these are guidelines and lesser setbacks are often supported through an on-balance assessment.

The minimum 1.8 metres dimension being proposed for POS is considered insufficient to allow meaningful use. Areas with this dimension would be better utilised for clotheslines and bin storage.

A 1.8m dimension would significantly restrict, if not prevent, reasonably expected furniture such as a table and chairs. To put this into perspective a standard size trestle table is 1.83m wide and 0.76m deep, with a 0.7m width needed for chairs, this would require an area of 3.2m by 2.16m. A 1.8m dimension would also significantly impact the ability to grow vegetation as the ground would not receive much, if any, natural sunlight due to overshadowing effects of fencing/ dwelling for the majority of the day.

The Administration proposed that the response to DPTI seeks that POS be retained only at the side and rear of dwellings and that the minimum dimension be increased to 3m.

- Council provides the following recommendations:
- POS does not include the open space forward of the dwelling, with POS only to be included when located to the side and rear of the dwelling;
 - Policies seeking to support high fences to the front boundary of dwellings be removed, these policies do not promote preferred Crime Prevention Through Environmental Design (CPTED) practice;
 - Minimum dimensions for POS be increased to 3.0 metres;
 - POS sought be adequate to accommodate the likely needs of occupants.

2.3 Car Parking

Car parking is a contentious issue within West Torrens, with community concern swelling around the introduction of the Housing Diversity DPA and the increased infill it supported.

Currently within the Residential Zones, each dwelling should have at least two off street car parks, one of which is covered. In addition to this, group dwellings and residential flat buildings should have an additional 0.25 off street visitor car parks for every dwelling. There should also be at least one on street car park for every two dwellings.

The Code has reduced these requirements and provides that dwellings with two or less bedrooms need only one off-street car park with group dwellings and residential flat buildings needing an additional 0.33 car parks per dwelling. On-street car parking has been reduced to one for every three dwellings.

As shown in the comparison table below, for a residential flat building containing 4 x 2 bedroom dwellings there will be 4 (four) less off-street and one (1) less on street car park made available.

	On site car parks per dwelling	Visitor car parks	Total on site (per dwelling)	Total on site (4 dwellings)
Council's Development Plan	2	0.25	2.25	9
Planning and Design Code	1	0.33	1.33	5.3

Given the concern within the community, about the availability of parking, a reduction of this magnitude is not considered reasonable. Administration suggest that the current parking rates contained within the Development Plan be retained as a minimum.

The Code does not stipulate that any car parks need to be covered. This suggests that developers will likely designate their car parking to be in front of the dwelling. This will allow them to build a larger dwelling as they will not need to facilitate a garage/carport. Thus, potentially resulting in the eventual owner wanting to build a carport or garage at a later point and the only place left is at the front of the dwelling which is strongly discouraged in Council's Development Plan due to the impact it has on the streetscape, particularly in terms of visual dominance as illustrated in the picture following:



Birdwood Tce, North Plympton (Source: Google Street view)

CPTED principles seek casual surveillance over the public realm to discourage crime and increase the sense of safety in public spaces. The above design of the dwellings do not achieve this.

Therefore, it is proposed that the feedback to DPTI/SPC states that at least one onsite car park is covered for each dwelling and that it is located **behind the main face of the dwelling**.

Conversely, the Code has provided a positive outcome in that the minimum internal dimension of carports and garages has been increased when compared to the dimensions currently used from the Australian Standard.

Single Garage

	Minimum width	Minimum length
Development Plan	2.4m	5.4m
P& D Code	3.2m	6m

Double Garage

	Minimum width	Minimum length
Development Plan	5.4m	5.4m
P& D Code	6m	6m

Larger cars are becoming increasingly popular with 46% of all new cars sold being SUVs. (www.canstarblue.com.au). It is noted that the top five selling cars of 2019 were:

1. Toyota Hilux

2. Ford Ranger
3. Toyota Corolla
4. Mitsubishi Triton
5. Toyota Rav 4

Having a garage large enough to accommodate a vehicle and storage is imperative especially if the reduced number of car parks is reflected in the final Code. A Toyota Hilux is 5.33m long, which technically means it could physically fit, however, in reality it would not allow enough room to walk around it or close the roller door. This would mean that it would need to be parked in the driveway or in the street. The Code minimum dimensions are larger and more likely to accommodate such a vehicle.

As there is no need to have a covered car park and the fact carports and garages are required to be bigger and reduce the amount of dwelling, it is feared that undercover, or under main roof garages and carports, are less likely to be included in future developments.

It is proposed that DPTI/SPC be advised that Council's position is that it supports the larger minimum internal dimensions but the need for at least one covered carpark be mandatory with adequate policy to minimise visual dominance.

Council provides the following recommendations:

- Car parking numbers not be reduced on site and parking rates to be in line with current provisions contained in the West Torrens Development Plan;
- Support the increased parking rate for visitor parks to group dwellings and residential flat buildings;
- On-street parking be retained at 1 space per 2 dwellings;
- Undercover parking be provided for new residential developments (in line with current practice);
- Provisions be included in the Code to promote undercover parking to be located behind the main face of the dwelling;
- Support the introduction of increased minimum internal dimensions of carport and garages to promote additional storage space for new dwellings.

2.4 Battle-axe Development

Battle-axe (also known as hammerhead) land divisions have been a contentious form of development. Neighbours are often concerned by the bulk and scale of a new house in close proximity to their POS, potential overlooking and overshadowing. Council's Development Assessment team find these types of land divisions particularly challenging due to driveway widths, vehicle manoeuvrability, setbacks and landscaping.

Council's Development Plan currently discourages this type of division within the Residential Zone, Low Density Policy Areas and Character Areas but will accommodate it in Medium Density Policy Areas. However, the Code allows battle-axe subdivision to occur in all Neighbourhood (residential) Zones.

Conversely, Code policy improved the driveway handle when comparing it with current Development Plan policy. Driveway handles will need to have a pavement width of 3m and at least 1m of landscaping on each side. This is an increase compared to the 3m pavement and total of 1m of landscaping currently supported by Council's Development Plan.

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However, as allotment sizes have been reduced in the Code, so too has the available space located in the bulb (head) of the allotment to accommodate any dwelling(s). This will add increased pressure on the ability of the dwelling to achieve setbacks, POS and vehicle manoeuvrability. It should also be noted that the Code does not currently contain any policy to restrict building height to a single storey or provide that vehicles enter and exit in a forward direction.

The ability for two storey dwellings to be built on battle-axe allotments is concerning but the issue is compounded when it is recognised that obscured glazing only needs to be to 1.5 metres above the floor height rather than the current 1.7 metres provided for in Council's current Development Plan.

It is incredibly important to design a battle-axe allotment to allow vehicles to enter and exit in a forward direction, otherwise vehicles will be forced to reverse for more than 25m onto a public road. This vehicle manoeuvrability area in addition to off-street car parking will take up a considerable amount of the site area available and will likely require any built form to be two storeys in height.

Council provides the following recommendations:

- Dwellings on battle-axe allotments be restricted to single storey in height;
- Battle-axe allotments be a minimum of 450m² (not including the driveway handle)
- Design allows for vehicles to enter and exit in a forward direction;
- Two off-street car parks be made available (that do not inhibit the vehicle manoeuvring area).

2.5 Australian Standards

The Code has been written with intent to remove reference to Australian Standards (AS). On review, guidance has not been adequately captured to reflect the role the AS provide in development assessment and the policies contained in the draft Code do not provide sufficient weight to ensure the consistency in assessment that AS reference has provided up until now. The basis for the information contained within AS has not been replaced.

DPTI has provided some initial advice to suggest that an AS can still be referred to by reference to s119 of the Planning, Design and Infrastructure Act: Application and provision of information. This enables the relevant authority to call on any information reasonably required for non 'deemed to satisfy' applications. This may be sufficient to call on AS, however, there is only 1 opportunity to ask and it must occur within 10 business days and there is still no reference within the Act, Regulations or Code to the AS or transparency in the process identifying that the AS is a standardised way of achieving an outcome.

The following Australian standards are referred to in the current Development Plan:

- *AS2021 - Acoustics - Aircraft Noise Intrusion - Building Siting and Construction*
- *Australian Standard AS 3962: Guidelines for Design of Marinas*
- *Australian Standard AS 4997: Guidelines for the Design of Maritime Structures.*
- *Australian Standard AS 2890 Parking facilities.*
- *Australian Standard/New Zealand Standard 2107:2000 Acoustics - Recommended design sound levels and reverberation times for building interiors.*
- *Pedestrian and cycling facilities and networks should be designed and provided in accordance with relevant provisions of the Australian Standards and Austroads Guides.*

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Australian standards are a comprehensive set of results that have become common ground for applicants and assessors alike. They provide a tangible outcome that applicants can design to and have confidence that it will gain Council support.

With these standards removed, or at least reference to them, there is no trigger for a developer to use these as the benchmark they need to reach. The way that provisions in the Code have been written are ambiguous and open to interpretation, for example:

PO 1.3

Buildings and structures that are sensitive to aircraft noise designed to minimise aircraft noise intrusion and provide appropriate interior amenity.

DTS/DPF 1.3

None are applicable

While Council may suggest that the AS2021 - Acoustics - Aircraft Noise Intrusion - Building Siting and Construction applies, a developer could just easily suggest that this is excessive and a lesser outcome is more appropriate.

It is recommended that reference to the Australian Standards, as identified and contained in this response, be included in the Code.

2.6 Tree planting

Another positive initiative being proposed in the Code is the planting of at least one new tree with every dwelling, except multistorey apartment buildings. The size of the tree will be reflective of the size of the allotment.

This is beneficial for several reasons particularly given it will add to the tree cover of our urban environment and help reduce the urban heat load. Having a tree considered during the assessment process ensures developers consider a tree in the design of the house, rather than it being an afterthought and ultimately not being possible. For multistorey apartment buildings a different approach has been adopted with a single deep soil area being called for to accommodate for deep root vegetation such as large trees. The amount of deep soil area needed is also based on the developable area and ranges from 10m² up to 60m².

Developers have shown strong opposition to this by arguing that it would add significant cost to each new dwelling that, in turn, reduces its affordability and impacts on first homebuyers entering the market.

The Administration supports DPTI's approach in this regard but questions the effectiveness of this strategy. Like all aspects of a planning assessment, this will not be a mandatory requirement but rather a guide. More strength should be added to necessitating a tree in order to ensure its existence. At this stage, there is no guidance around how the existence of these trees will be verified. DPTI has opted not to include its planting or maintenance as a condition nor supports fees or other mechanisms to undertake site inspections to verify a tree's existence. It is feared that without these controls, trees may not ever be planted or will not be maintained and will die as a result. Parallels can be drawn between this and the installation and plumbing of rainwater tanks. Although shown on the plans, they are often not installed and connected and therefore have little to no usefulness.

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The Code has also sought to include one tree for every 10 car parks that are open to the sky. This applies to residential as well as commercial, but will mainly apply to the latter. The single tree should have a minimum 4m canopy spread at maturity. While this is a welcome provision, it is not considered to go far enough. A car park accommodating 10 vehicle spaces has a minimum vehicle manoeuvring area accommodates approximately 232m². A single tree means that, at maturity, it will only cover 5.4% of this hard paved area. It is acknowledged that trees and vehicle manoeuvring areas do not work together but a higher rate of trees adjacent to the cars parks can. Having consulted with City Assets, it is considered that a rate of one tree per four car parks is more appropriate.

More emphasis on managing stormwater runoff, particularly in terms of car parks needs to be included in the Code. Currently, Council's planners are strongly encouraged to use Water Sensitive Urban Design (WSUD) principles when assessing applications. For car parks of this size, rain gardens are usually requested in order to capture and reuse the storm water runoff. This not only sustains vegetation located within the rain gardens, but it also helps clean the runoff before entering Council's stormwater infrastructure.

- Council provides the following recommendations:
- Council supports the planting of one (or more) tree/s per dwelling;
 - Additional conditions be included to all new residential development to ensure the planting and ongoing care of these trees is supported and enforceable;
 - Additional conditions be included to protect these trees from future removal without replacement;
 - A once off fee be payable upon lodgement to a council for the inspection of trees by a council's staff. This fee is to recognise the resources and time necessary to undertake an inspection, the administration of this and any necessary follow up action;
 - A minimum of one tree per four carparks be included as the minimum for carparks open to the sky.

2.7 Assessment Procedures: Public Notification

On 23 December 2019, SPC and DPTI released the *Planning and Design Code Phase Three (Urban Areas) Code Amendment - Update Report* (Report). The subject of this report are proposals to improve the Code as it relates to technical matters, including public notification. At Council meeting held 4 February 2020, it was resolved that public notification should retain existing notification triggers and ensure that adequate triggers are in place to capture notification to those in proximity to a development that may impact on them. It is assumed that where the term 'adjacent land' is used that this translates to the meaning as defined in the draft Code as being any land located within 60 metres to the subject site.

Notification tables contained within the Code define the circumstances when notification should and should not occur, based on key principles. Key issues identified by stakeholders to date as reported by DPTI and SPC include:

- Unnecessary notifications of envisaged land uses
- Unnecessary notifications due to the proposed development being located adjacent to land in another zone
- Simple developments triggering notifications where they fail to meet minor criteria
- Poor definition of the term 'minor in nature'

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- Inconsistency in structure and wording of notification tables which is causing issues for interpretation and application

In response to the feedback SRC and DPTI have received to date, the Report advises that a review of public notification will be undertaken and that DPTI/SPC will:

- List specific classes of development that are excluded from notification, instead of excluding all development and listing the exceptions. This is considered to be an improvement, highlighting the development that will not require notification, thereby limiting the possibility of unexpected forms of development being missed as a trigger for notification.
- Specify development which falls within the ambit of Clause 5(2) of State Planning Commission Practice Direction 3 – Notification of Performance Assessed Development does not require notification, which provides as follows:

...If a relevant authority is of the opinion that a proposed performance assessed development is a kind of development which is of a minor nature only and will not unreasonably impact on the owners or occupiers of land in the locality of the site of the development, the relevant authority may resolve to proceed with assessment without undertaking a process for providing notice of the application or receiving representations in relation to the proposed development...
- This relates to development that the relevant authority deems minor for the purpose of public notification. Public notification only relates to performance assessed development applications, which are not assessable by private planning professionals and restricted development, which is assessed by SCAP.
- Exclude minor/low impact land uses envisaged in the zone (including classes of development specified in accepted and deemed-to-satisfy tables), provided they do not exceed building height/interface criteria. Accepted and deemed-to-satisfy developments are typically low impact and anticipated within the specific zone, it is supported and a welcome trigger for public notification that should height or interface criteria not be met, that this would trigger public notification.
- Exclude uses that are envisaged in the zone (e.g. shop in a centre zone) from notification, where the site of the development is not located adjacent to a dwelling in a neighbourhood zone. This provision should be further considered, with it recommended that the trigger should be the Neighbourhood Zone boundary rather than a dwelling in the Neighbourhood Zone being adjacent the development. It is overly prescriptive and removes the capacity for those within 60m of the development being notified by virtue of a small technicality when realistically they are within a close proximity and likely to experience impacts arising from proposed development. Suggest trigger within the Code states as below, which aligns with intent found within the City of West Torrens Development Plan:

*Any kind of development that is **not** located within 60m from a Neighbourhood Zone*

Notwithstanding, some development should trigger notification when located on a different zone boundary irrespective of being a Neighbourhood Zone.

It is important to understand that the public notification triggers apply to the whole zone and across the State not just to West Torrens.

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Public notification can be beneficial and functions by drawing upon local knowledge and contextual input from the public for more significant scale of developments with inherent specific and significant potential impacts. Such community input can add valuable review and improvement to the ultimate design outcomes.

The Zones proposed for West Torrens along with the procedural matters as they relate to public notification in the draft Code released for consultation are identified in **Attachment 1**. Attachment one also provides recommendations that better reflect current practice and triggers based on feedback regularly provided to Administration by community and that considers the advice provided by DPTI/SPC on 23 December 2019.

A review of the public notification triggers has identified the following anomalies:

- Policy is missing within the Code for maximum size and height requirements for advertisements and advertising hoardings as it relates to some Zones (including Recreation Zone, Community Facilities Zone, Suburban Employment), particularly as it relates to freestanding signs.
- Suggest capturing sizes relating to advertising within the height and size table in general advertisement policy rather than in the zone (e.g. freestanding sign size for Suburban Employment contained in the zone).
- Should Adelaide Shores transition to Recreation Zone as initially suggested by DPTI, numerous envisaged uses will no longer be captured as currently seen in the Development Plan, which may begin to erode the intent of the current Adelaide Shores Zone. This speaks to ensuring that Adelaide Shores Zone transitions to a more appropriate zone.
- Adelaide Shores Zone currently identifies that all development (excluding development of a minor nature) where located within 60 metres from a Residential Zone triggers public notification, this should be retained in the Code.
- Additional envisaged land uses typically envisaged within a Recreation Policy Area should be captured.
- Building heights referred to as an exception to trigger public notification do not align with DTS/DPF numbers in the Code (misalignment, considered to be a typographical error, but may cause confusion for community if they are referred to incorrect numbers).
- Commonwealth Facilities: Accepted development and Deemed-to-Satisfy development tables are unnecessary. Query whether envisaged land uses should be included within land use to identify for persons using the Code what may be anticipated.
- Query if the Community Facilities Zone has been appropriately applied to the City of West Torrens
- Confirmation to SPC/DPTI that the intent of exceptions stating 'adjacent land to land' refers to adjacent land meaning being 60 metres.
- Classification Tables on assessment status and Procedural Matters regarding public notification be comprehensively reviewed to ensure appropriate awareness and avoid unintended (or unnecessary) requirements for public notification

Council provides the following recommendations:

- Anomalies and advice listed above be provided;
- Public notification triggers provided in Addendum 1 be reviewed and implemented
- That the types development currently requiring public notification in the City of West Torrens Development Plan not be reduced in the Code, in addition to the recommendations above.

2.8 Assessment Procedures: Restricted development in Neighbourhood Zones

Restricted development is development type that is assessed by the State Commission Assessment Panel (SCAP) rather than Council. This type of development is generally discouraged as it may be at odds with the expectations of the zone. Currently the only type of development which is classified as Restricted in the Neighbourhood (residential) zones is shops with a floor area greater than 1000m². This would mainly capture development such as the large grocery shops (Aldi, Coles etc.). Council will not have any ability to influence the assessment of a Restricted Development unless it owns a parcel of land and the application requires public notification.

Feedback indicates that, in order for Council to retain as much control of development as possible, the list of restricted development types be kept to a minimum and that there is insufficient policy in the draft Code to undertake a thorough assessment of many non-residential development types. This is evidenced when considering a petrol station within a neighbourhood zone. The following provision is all that would be relevant to be considered within the future Neighbourhood Zones:

PQ 1.3

Non-residential development provides a range of services to the local community primarily in the form of:

(a) commercial uses including small scale offices, consulting rooms and personal or domestic services establishment;

(b) community services such as educational establishments, community centres, places of worship, pre-schools, childcare and other health and welfare services;

(c) services and facilities ancillary to the function or operation of supported accommodation or retirement housing;

(d) open space and recreation facilities.

Although a petrol station does not get mentioned in the list above, it should be noted that there has been specific wording used primarily to leave the door open for a greater number of land uses to be considered. This means that assessment will be left to general provisions found elsewhere in the Code. As these general provisions need to apply to all types of development in every zone, they are therefore high level non-specific considerations.

It is recommended to Council that the following be provided to DPT/SPC as part of its feedback on the Code with regard to restricted development in Neighbourhood Zones:

- Further consideration be given to policy content contained within the Code for restricted development and development that is not an envisaged land use within Neighbourhood Zones
- Appropriate policy testing prior to the Planning and Design Code going live to ensure unintended consequences are identified and rectified during an appropriate testing phase

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2.9 Update: Heritage and Character Statements

The Heritage and Character Area statements approved by Council at its 19 November 2019 meeting were sent to DPTI before the end of November deadline. These were reviewed and edited by DPTI before being released for consultation on 23 December 2019.

Although DPTI has indicated that the Heritage and Character Area statements replace the Desired Character statements in the current Development Plans, it should be noted that they function in a different way. As their names suggest, the current Desired Character statements outline what the character of the area should look like in the future, whereas the new Heritage and Character Area statements describe the existing character which should be maintained.

As highlighted in the previous report, a comparative review of the statements sent to DPTI against those which were ultimately released for consultation has demonstrated that some information in the statements provided by Council has been removed by DPTI's at its discretion.

The Administration requested reasoning behind the changes made to the West Torrens statements and, in response, DPTI provided the following drafting principles that they were working to:

- *The removal of prescriptive numbers in relation to allotment size and frontage, given this is covered by Zones and Technical and Numerical Variations*
- *Removal of discussion around where access, carports and garages should be sited, as this is covered by the Overlays and other Code modules*
- *Removal of 'future-facing' policy (i.e. 'new development should...')*
- *Removal of background information*

With this in mind it is important to consider alternative ways of achieving the same result and therefore the following is proposed:

Removed by DPTI	Could be replaced with
Numeric figures for site areas	Technical and numeric variation (TNV)
Numeric figures for site frontages	Technical and numeric variation (TNV)
Numeric figures for setbacks	TBA - pending response from DPTI
No carports or garages forward of the main face of the dwelling	Carports and garages are visually diminutive structures and located behind the main face of the dwelling
Driveways to preserve existing street trees	The strong uniformity of street trees is not been impacted by the location of driveways
No shared driveways	Each dwelling has its own driveway
Additions located at the rear of the main dwelling	Additions are located behind the main dwelling
Rear lane vehicular access where available	Dwellings use rear lane access where available

Council provides the following recommendations:

- Request for the above statements and technical and numeric variations be included within the Heritage and Character Statements released in the Code on 1 July 2020.
- DPTI be requested to improve and strengthen the Heritage and Character Area statements

3.0 Additional matters raised by Elected Members

3.1 Permeable paving

It is acknowledged that the Code includes a provision seeking permeable paving to 50% of the battle-axe driveway, however this is considered insufficient. With the potential increase in hard paved surfaces directly associated with the increase of infill development allowable via the Code, it is considered that 100% of the battle-axe driveway should be permeable.

As permeable paving is readily available and at a reasonable price, this increase is not considered onerous. It is also recommended permeable paving should also be used in other developments with policy introduced using the Water Sensitive Urban Design (WSUD) principles.

Council provides the following recommendations:

- DPTI be requested to ensure policy states use of porous paving for driveways in the handle of battle-axe allotments, rather than hard surfaces to minimise stormwater runoff issues.

3.2 Privacy

Elected members have raised concerns regarding overlooking from second storey windows and that the reduction in height of fixed obscured windows to 1.5m above floor level from 1.7m is considered insufficient. This is an ongoing concern of their community and regularly highlighted as an issues for contention with new developments. It is acknowledged that current residential code development allows the 1.5m height, however this only applies to specific development in limited locations. The Code seeks to extend this provision across the to all two storey development.

Council provides the following recommendations:

- DPTI be requested to retain fixed obscured glazing for two storey dwellings at 1.7 metres above the floor height and not 1.5 metres.

4.0 Conclusion

In its current form, the draft Planning and Design Code has many issues that require careful consideration. The draft Code has a large number of errors contained within it, while unfinished aspects such as the ePlanning system, tight timeframes and changes occurring throughout the consultation period has significantly impacted Council's opportunity to respond to the new planning system. However, the Administration has attempted to analyse the most pressing issues in order to respond effectively.

The issues raised within this report are but a fraction of what may be undesirable in the new planning system when it becomes live. However, highlighting the key issues now and providing feedback early will ideally enable SPC/DPTI to complete the Code prior to launch.

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Attachment 1 - Public Notification triggers

P+D Code Zone	Current Public Notification Trigger in draft P+D Code	Recommended Trigger for P+D Code Pursuant to section 107(6) of the Planning, Development and Infrastructure Act 2016, the following classes of performance assessed development are excluded from notification, subject to any 'Exceptions':	
		Class of Development	Exceptions
Recreation	Performance assessed development is excluded from notification except where it involves any of the following: (a) the development is located adjacent to the boundary of a zone that primarily intends to accommodate sensitive receivers; or (b) the development falls within the category of 'all other code assessed development' in Recreation Zone - Table 3.	<ol style="list-style-type: none"> 1. Development of a minor nature which falls within the ambit of Clause 5(2) of <i>State Planning Commission Practice Direction 3 – Notification of Performance Assessed Development</i>. 2. Subject to (1), any of the following: <ol style="list-style-type: none"> (a) Classes of development listed in Recreation Zone Table 1 – Accepted Development Classification where the proposed development is unable to satisfy the relevant criteria set out in that table (b) Classes of development listed in Suburban Activity Centre Zone Table 2 – Deemed-to-Satisfy Development Classification where the proposed development is unable to satisfy the relevant criteria set out in that table 3. Subject to (1) any of the following: Identified envisaged land uses likely to have an impact: <ul style="list-style-type: none"> • Golf course • Indoor recreation facility • Open space • Outdoor sports courts • Recreation area • Sporting clubrooms • Sporting ovals and fields • Community centre • Community hall 	<ol style="list-style-type: none"> 1. Except the demolition (in whole or part) of a State or Local Heritage Place 2. Except (where relevant): <ol style="list-style-type: none"> a) Development that exceeds the maximum building height specified in Recreation Zone b) Development that is unable to satisfy Recreation Zone DTS/DPF 2.2 c) Advertisements that exceed the maximum size and height requirements d) Demolition of a State or Local Heritage Place 3. Except (where relevant): <ol style="list-style-type: none"> a) Development that exceeds the maximum building height specified in Recreation Zone b) Development that is unable to satisfy Recreation Zone DTS/DPF 2.2 c) Advertisements that exceed the maximum size and height requirements d) Demolition of a State or Local Heritage Place e) the site of the development is located within 60 metres of a zone containing the word 'neighbourhood'

		<ul style="list-style-type: none"> Entertainment, cultural and exhibition facility Showground Swimming pool Ancillary development to envisaged land uses including car parking, club room, change rooms, lighting, office, shop or groups of shops, spectator and administrative facilities 	
Commonwealth Facilities	None specified	None specified	N/A
Suburban Employment	All classes of performance assessed development are excluded from notification except where it involves any of the following: (a)	<ol style="list-style-type: none"> Development of a minor nature which falls within the ambit of Clause 5(2) of <i>State Planning Commission Practice Direction 3 – Notification of Performance Assessed Development</i>. Subject to (1), any of the following: <ol style="list-style-type: none"> Classes of development listed in Suburban Employment Zone Table 1 – Accepted Development Classification where the proposed development is unable to satisfy the relevant criteria set out in that table Classes of development listed in Suburban Employment Zone Table 2- Deemed-to Satisfy Development Classification where the proposed development is unable to satisfy the relevant criteria set out in that table Subject to (1) any of the following identified envisaged land uses likely to have an impact: <ul style="list-style-type: none"> Bulky goods outlet Consulting room Indoor recreation facility 	<ol style="list-style-type: none"> Except the demolition (in part or whole) of a State or Local Heritage Place Except (where relevant): <ol style="list-style-type: none"> Development that exceeds the maximum building height specified in Suburban Employment Zone Development that exceeds the maximum floor area specified in the Suburban Employment Zone Development that is unable to satisfy Suburban Employment Zone DTS/DPF 3.5 and 3.6 Advertisements that exceed the maximum size and height requirements Demolition (in part or whole) of a State or Local Heritage Place Except (where relevant): <ol style="list-style-type: none"> Except where the site of the development is located within 60 metres of a zone containing the word 'neighbourhood' Development that exceeds the maximum building height specified in Suburban Employment Zone

		<ul style="list-style-type: none"> • Light industry • Office • Research facility • Service trade premises • Shop • Store • Training facility • Tourist accommodation • Place of worship • Warehouse • Retail fuel outlet • Motor repair station 	<p>c) Development that exceeds the maximum floor area specified in the Suburban Employment Zone</p> <p>d) Development that is unable to satisfy Suburban Employment Zone DTS/DPF 3.5 and 3.6</p> <p>e) Advertisements that exceed the maximum size and height requirements</p> <p>f) Demolition (in part or whole) of a State or Local Heritage Place</p>
Infrastructure (Ferry and Marina Facilities)	<p>All classes of performance assessed development are excluded from notification except where they involve any of the following:</p> <p>(a) the site of the development is adjacent land to land in a different zone that is located within the area of council</p> <p>(b) development identified as "all other code assessed development" in Infrastructure (Ferry and Marina Facilities) Zone Table 3.</p>	<p>1. Development of a minor nature which falls within the ambit of Clause 5(2) of <i>State Planning Commission Practice Direction 3 – Notification of Performance Assessed Development</i>.</p> <p>2. Subject to (1), any of the following:</p> <p>a) Classes of development listed in Open Space Zone Table 1 – Accepted Development Classification where the proposed development is unable to satisfy the relevant criteria set out in that table</p> <p>b) Classes of development listed in Open Space Zone Table 2 – Deemed-to-Satisfy Development Classification where the proposed development is unable to satisfy the relevant criteria set out in that table</p> <p>3. Subject to (1) any of the following identified envisaged land uses likely to have an impact:</p> <ul style="list-style-type: none"> • Boat berth, jetty, pier or pontoon • Coast protection work • Maritime structures / beacons • Boat construction, maintenance, repair or sale 	<p>1. Except the demolition (in part or whole) of a State or Local Heritage Place</p> <p>2. Except (where relevant):</p> <p>a) the site of the development is adjacent land to land in a different zone</p> <p>b) Demolition (in part or whole) of a State or Local Heritage Place</p> <p>3. Except (where relevant):</p> <p>a) the site of the development is adjacent land to land in a different zone</p> <p>b) Demolition (in part or whole) of a State or Local Heritage Place</p>

		<ul style="list-style-type: none"> • Boat servicing facility (including fuel supply, power, water, effluent pump, toilets and showers) • Loading and unloading facility • Clubrooms in association with a marina • Office in association with a marina or ferry terminal • Parking area for vehicles and boats • Shop in association with a marina or ferry terminal • Storage • Tourist accommodation • Wastewater collection, storage and transfer facility. 	
Open Space	<p>Performance assessed development is excluded from notification except where it involves any of the following:</p> <p>(a) the site of the development is adjacent land to land in a different zone</p> <p>(b) any development that is identified (either partly or wholly) as 'All other Code Assessed Development' in Open Space Zone - Table 3.</p>	<ol style="list-style-type: none"> 1. Development of a minor nature which falls within the ambit of Clause 5(2) of <i>State Planning Commission Practice Direction 3 – Notification of Performance Assessed Development</i>. 2. Subject to (1), any of the following: <ol style="list-style-type: none"> a) classes of development listed in Open Space Zone Table 1 – Accepted Development Classification where the proposed development is unable to satisfy the relevant criteria set out in that table b) Classes of development listed in Open Space Zone Table 2 – Deemed-to-Satisfy Development Classification where the proposed development is unable to satisfy the relevant criteria set out in that table 3. Subject to (1) any of the following identified envisaged land uses likely to have an impact: <ul style="list-style-type: none"> • Open space • Outdoor sports courts • Recreation area • Sporting ovals and fields • Conservation work 	<ol style="list-style-type: none"> 1. Except the demolition (in part or whole) of a State or Local Heritage Place 2. Except (where relevant): <ol style="list-style-type: none"> a) Development that exceeds the maximum building height specified in Open Space Zone b) Development that exceeds the maximum floor area in Open Space Zone c) Advertisements that exceed the maximum size and height requirements d) Demolition (in part or whole) of a State or Local Heritage Place 3. Except (where relevant): <ol style="list-style-type: none"> a) Development that exceeds the maximum building height specified in Open Space Zone b) Development that exceeds the maximum floor area in Open Space Zone c) Advertisements that exceed the maximum size and height requirements

		<ul style="list-style-type: none"> • Lighting • Sporting club facility • Ancillary development associated with public facility including car parking, toilet, shelter • Toilets 	<p>d) Demolition (in part or whole) of a State or Local Heritage Place</p> <p>e) Except where the site of the development is located within 60 metres of a zone containing the word 'neighbourhood'</p>
Community Facilities	<p>All classes of development are excluded from notification except where it involves any of the following:</p> <p>(a) the site of the development is adjacent land to land in a different zone</p> <p>(b) development identified as "all other code assessed development" in Community Facilities Zone Table 3</p>	<ol style="list-style-type: none"> 1. Development of a minor nature which falls within the ambit of Clause 5(2) of <i>State Planning Commission Practice Direction 3 – Notification of Performance Assessed Development</i>. 2. Subject to (1), any of the following: <ol style="list-style-type: none"> a) Classes of development listed in Community Facilities Zone Table 1 – Accepted Development Classification where the proposed development is unable to satisfy the relevant criteria set out in that table b) Classes of development listed in Community Facilities Zone Table 2 – Deemed-to-Satisfy Development Classification where the proposed development is unable to satisfy the relevant criteria set out in that table 3. Subject to (1) any of the following identified envisaged land uses: <ul style="list-style-type: none"> • Open space • Outdoor sports courts • Recreation area • Sporting ovals and fields 	<ol style="list-style-type: none"> 1. Except the demolition of a State or Local Heritage Place 2. Except (where relevant): <ol style="list-style-type: none"> (a) Development that is unable to satisfy the maximum building height in Community Facilities Zone DTS/DPF 3.1 or 3.2 (b) Advertisements that exceed the maximum size and height requirements (c) Demolition (in part or whole) of a State or Local Heritage Place 3. Except (where relevant): <ol style="list-style-type: none"> a) Development that is unable to satisfy the maximum building height in Community Facilities Zone DTS/DPF 3.1 or 3.2 b) Advertisements that exceed the maximum size and height requirements c) Demolition (in part or whole) of a State or Local Heritage Place d) Except where the site of the development is located adjacent to a different zone

<p>Suburban Activity Centre</p>	<p>All classes of performance assessed development are excluded from notification except where they involve any of the following: (a) development on a site located adjacent a dwelling within a Neighbourhood Zone which comprises: (i) development defined as 'all other code assessed development' in Suburban Activity Centre Zone Table 3 (ii) construction of a building which fails to comply with DTS 3.1 to 3.3 (inclusive) (iii) the construction of or change of use to a retail fuel outlet, educational establishment, emergency services facility, entertainment venue, hospital, hotel, light industry</p>	<ol style="list-style-type: none"> 1. Development of a minor nature which falls within the ambit of Clause 5(2) of <i>State Planning Commission Practice Direction 3 – Notification of Performance Assessed Development</i>. 2. Subject to (1), any of the following: <ol style="list-style-type: none"> a) Classes of development listed in Suburban Activity Centre Zone Table 1 – Accepted Development Classification where the proposed development is unable to satisfy the relevant criteria set out in that table b) Classes of development listed in Suburban Activity Centre Zone Table 2 – Deemed-to-Satisfy Development Classification where the proposed development is unable to satisfy the relevant criteria set out in that table 3. Subject to (1) any of the following identified envisaged land uses: <ul style="list-style-type: none"> • Cinema • Community facility • Consulting room • Demolition • Dwelling above ground level • Indoor recreation facility • Land division • Library • Office • Place of worship • Pre-school • Recreation area 	<ol style="list-style-type: none"> 1. Except the demolition (in part or whole) of a State or Local Heritage Place 2. Except (where relevant): <ol style="list-style-type: none"> a) Development that exceeds the maximum building height specified in Suburban Activity Centre Zone DTS/DPF 3.1 b) Development that is unable to satisfy Suburban Activity Centre Zone DTS/DPF 3.2 or 3.3 c) Advertisements that exceed the maximum size and height requirements d) Demolition (in part or whole) of a State or Local Heritage Place 3. Except (where relevant): <ol style="list-style-type: none"> e) Development that exceeds the maximum building height specified in Suburban Activity Centre Zone DTS/DPF 3.1 f) Development that is unable to satisfy Suburban Activity Centre Zone DTS/DPF 3.2 or 3.3 g) Advertisements that exceed the maximum size and height requirements h) Demolition (in part or whole) of a State or Local Heritage Place i) where the site of the development is located within 60 metres of a zone containing the word 'neighbourhood'

		<ul style="list-style-type: none"> • Retaining wall • Service trade premises • Shop • Tourist accommodation • Tree damaging activity • Educational establishment • Emergency services facility • Entertainment venue • Hospital • Hotel • Light industry • Public transport terminal • Retail fuel outlet • Telecommunications facility 	
Infrastructure	<p>All classes of performance assessed development are excluded from notification except where they involve any of the following:</p> <p>(a) the site of the development is adjacent land to land in a different zone</p> <p>(b) development identified as “all other code assessed development” in Infrastructure Zone Table 3</p>	<ol style="list-style-type: none"> 1. Development of a minor nature which falls within the ambit of Clause 5(2) of <i>State Planning Commission Practice Direction 3 – Notification of Performance Assessed Development</i>. 2. Subject to (1), any of the following: <ol style="list-style-type: none"> a) Classes of development listed in Infrastructure Zone Table 1 – Accepted Development Classification where the proposed development is unable to satisfy the relevant criteria set out in that table b) Classes of development listed in Infrastructure Zone Table 2 – Deemed-to-Satisfy Development Classification where the proposed development is unable to satisfy the relevant criteria set out in that table 3. Subject to (1) any of the following identified envisaged land uses: <ul style="list-style-type: none"> • Electricity substation 	<ol style="list-style-type: none"> 1. Except the demolition (in part or whole) of a State or Local Heritage Place 2. Except (where relevant): <ol style="list-style-type: none"> a) the site of the development is adjacent land to land in a different zone b) Demolition (in part or whole) of a State or Local Heritage Place 3. Except (where relevant): <ol style="list-style-type: none"> a) the site of the development is adjacent land to land in a different zone b) Demolition (in part or whole) of a State or Local Heritage Place

		<ul style="list-style-type: none"> • Landfill, including gas extraction plant and equipment • Water treatment and supply • Stormwater retention / detention basin • Sewerage treatment facility • Public service depot • Waste transfer depot 	
Employment	<p>All classes of performance assessed development are excluded from notification except where they involve any of the following:</p> <p>(a) the site of the development is adjacent land to land in a different zone</p> <p>(b) development identified as “all other code assessed development” in Employment Zone Table 3</p> <p>(c) dwelling</p> <p>(d) pre-school</p> <p>(e) bulky goods outlet</p> <p>(f) shop exceeding 500m² other than where associated with an industry on the same allotment</p> <p>(g) tourist accommodation.</p>	<ol style="list-style-type: none"> 1. Development of a minor nature which falls within the ambit of Clause 5(2) of <i>State Planning Commission Practice Direction 3 – Notification of Performance Assessed Development</i>. 2. Subject to (1), any of the following: <ol style="list-style-type: none"> a. Classes of development listed in Employment Zone Table 1 – Accepted Development Classification where the proposed development is unable to satisfy the relevant criteria set out in that table b. Classes of development listed in Employment Zone Table 2- Deemed-to Satisfy Development Classification where the proposed development is unable to satisfy the relevant criteria set out in that table 3. Subject to (1) any of the following identified envisaged land uses: <ul style="list-style-type: none"> • Bulky goods outlet • Consulting room • Indoor recreation facility 	<ol style="list-style-type: none"> 1. Except the demolition (in part or whole) of a State or Local Heritage Place 2. Except (where relevant): <ol style="list-style-type: none"> a) Development that exceeds the maximum building height specified in Employment Zone b) Development that exceeds the maximum floor area specified in the Employment Zone c) Development that is unable to satisfy Employment Zone DTS/DPF 4.1 and 4.2 d) Advertisements that exceed the maximum size and height requirements e) Demolition (in part or whole) of a State or Local Heritage Place 3. Except (where relevant): <ol style="list-style-type: none"> a) the site of the development is adjacent land to land in a different zone a) Development that exceeds the maximum building height specified in Employment Zone b) Development that exceeds the maximum floor area specified in the Employment Zone c) Development that is unable to satisfy Employment Zone DTS/DPF 4.1 and 4.2

		<ul style="list-style-type: none"> • Light industry • Office • Research facility • Service trade premises • Store • Training facility • Automotive collision repair • Electricity substation • Fuel depot • General industry • Light Industry • Motor repair station • Public service depot • Retail fuel outlet • Service trade premises • Shop • Store • Telecommunications facility • Training facility • Warehouse 	<p>d) Advertisements that exceed the maximum size and height requirements</p> <p>e) Demolition (in part or whole) of a State or Local Heritage Place</p>
Housing Diversity Neighbourhood	<p>All classes of performance assessed development are excluded from notification except where they involve any of the following:</p> <p>(a) the site of the development is adjacent land to land in a different zone</p> <p>(b) development identified as "all other code assessed development" in Suburban Neighbourhood (Medium Density) Zone Table 3</p> <p>(c) Development involving the creation of four or more additional dwellings;</p>	<p>1. Development of a minor nature which falls within the ambit of Clause 5(2) of <i>State Planning Commission Practice Direction 3 – Notification of Performance Assessed Development</i>.</p> <p>2. Subject to (1), any of the following:</p> <p>a) Classes of development listed in Housing Diversity Neighbourhood Zone Table 1 – Accepted Development Classification where the proposed development is unable to satisfy the relevant criteria set out in that table</p> <p>b) Classes of development listed in Housing Diversity Neighbourhood Zone Table 2- Deemed-to Satisfy Development Classification where the proposed development is unable to satisfy the relevant criteria set out in that table</p>	<p>1. Except the demolition (in part or whole) of a State or Local Heritage Place</p> <p>2. Except (where relevant):</p> <p>a) Development that exceeds the maximum building height specified in Housing Diversity Neighbourhood Zone</p> <p>b) Development that exceeds the maximum floor area specified in the Housing Diversity Neighbourhood Zone</p> <p>c) Advertisements that exceed the maximum size and height requirements</p> <p>d) Demolition (in part or whole) of a State or Local Heritage Place</p> <p>e) Creation of four or more dwellings</p> <p>3. Except (where relevant):</p>

	(d) dwellings that do not satisfy DTS/DPF 4.1, 4.2, 5.1, 6.1, 6.2, 7.1, 8.1 and 9.1 (e) non-residential development.	3. Subject to (1) any of the following identified envisaged land uses: <ul style="list-style-type: none"> • Ancillary accommodation • Dwelling • Outbuilding • Residential Flat Building 	<ul style="list-style-type: none"> a) Development that exceeds the maximum building height specified in Housing Diversity Neighbourhood Zone b) Development that exceeds the maximum floor area specified in the Housing Diversity Neighbourhood Zone c) Advertisements that exceed the maximum size and height requirements d) Demolition (in part or whole) of a State or Local Heritage Place e) Creation of four or more dwellings
Suburban Neighbourhood	All classes of performance assessed development are excluded from notification except where they involve any of the following: (a) the site of the development is adjacent land to land in a different zone (b) development identified as “all other code assessed development” in Suburban Neighbourhood (Low Density) Zone Table 3; (c) development involving the creation of four or more additional dwellings or allotments; or	<p>1. Development of a minor nature which falls within the ambit of Clause 5(2) of <i>State Planning Commission Practice Direction 3 – Notification of Performance Assessed Development</i>.</p> <p>2. Subject to (1), any of the following:</p> <ul style="list-style-type: none"> a) Classes of development listed in Suburban Neighbourhood Zone Table 1 – Accepted Development Classification where the proposed development is unable to satisfy the relevant criteria set out in that table b) Classes of development listed in Suburban Neighbourhood Zone Table 2- Deemed-to Satisfy Development Classification where the proposed development is unable to satisfy the relevant criteria set out in that table 	<p>1. Except the demolition (in part or whole) of a State or Local Heritage Place</p> <p>2. Except (where relevant):</p> <ul style="list-style-type: none"> a) Development that exceeds the maximum building height specified in Suburban Neighbourhood Zone b) Development that exceeds the maximum floor area specified in the Suburban Neighbourhood Zone c) Advertisements that exceed the maximum size and height requirements d) Demolition (in part or whole) of a State or Local Heritage Place e) Creation of four or more dwellings <p>3. Except (where relevant):</p> <ul style="list-style-type: none"> a) Development that exceeds the maximum building height specified in Suburban Neighbourhood Zone

	(d) development exceed the height specified in DTS / DPF 4.1.	3. Subject to (1) any of the following identified envisaged land uses: <ul style="list-style-type: none"> • Ancillary accommodation • Dwelling • Outbuilding • Residential Flat Building 	b) Development that exceeds the maximum floor area specified in the Suburban Neighbourhood Zone c) Advertisements that exceed the maximum size and height requirements d) Demolition (in part or whole) of a State or Local Heritage Place e) Creation of four or more dwellings
General Neighbourhood	All classes of performance assessed development are excluded from notification except where they involve any of the following: (a) the site of the development is adjacent land to land in a different zone (b) development identified as "all other code assessed development" in Suburban Neighbourhood Zone Table 3 (c) Development involving the creation of four or more additional dwellings (d) Dwellings that do not satisfy DTS/DPF 2.1, 4.1, 5.1, 5.2, 6.1, 7.1, 7.2 and 8.1 (e) Buildings exceeding the height specified in DTS 4.1	1. Development of a minor nature which falls within the ambit of Clause 5(2) of <i>State Planning Commission Practice Direction 3 – Notification of Performance Assessed Development</i> . 2. Subject to (1), any of the following: a) Classes of development listed in General Neighbourhood Zone Table 1 – Accepted Development Classification where the proposed development is unable to satisfy the relevant criteria set out in that table b) Classes of development listed in General Neighbourhood Zone Table 2- Deemed-to Satisfy Development Classification where the proposed development is unable to satisfy the relevant criteria set out in that table 3. Subject to (1) any of the following identified envisaged land uses: <ul style="list-style-type: none"> • Ancillary accommodation • Dwelling • Outbuilding • Residential Flat Building 	1. Except the demolition (in part or whole) of a State or Local Heritage Place 2. Except (where relevant): a) Development that exceeds the maximum building height specified in General Neighbourhood Zone b) Development that exceeds the maximum floor area specified in the General Neighbourhood Zone c) Development does not meet the minimum frontage width d) Advertisements that exceed the maximum size and height requirements e) Demolition (in part or whole) of a State or Local Heritage Place f) Creation of four or more dwellings 3. Except (where relevant): a) Development that exceeds the maximum building height specified in General Neighbourhood Zone b) Development that exceeds the maximum floor area specified in the General Neighbourhood Zone

			<p>c) Development does not meet the minimum frontage width</p> <p>d) Advertisements that exceed the maximum size and height requirements</p> <p>e) Demolition (in part or whole) of a State or Local Heritage Place</p> <p>f) Creation of four or more dwellings</p>
<p>Urban Corridor (Boulevard)</p>	<p>All classes of development are excluded from notification except where it involves any of the following:</p> <p>(a) the site of the development is adjacent land to land in a different zone</p> <p>(b) development identified as "all other code assessed development" in Urban Corridor (Boulevard) Zone Table 3</p> <p>(c) development exceeding the maximum building height specified in DTS/DPF 2.4</p> <p>(d) development exceeding the defined building envelope specified in DTS/DPF 3.1 or 3.2</p> <p>(e) shop, office or consulting room in excess of the gross leasable floor area specified in DTS/DPF 1.2.</p>	<p>1. Development of a minor nature which falls within the ambit of Clause 5(2) of <i>State Planning Commission Practice Direction 3 – Notification of Performance Assessed Development</i>.</p> <p>2. Subject to (1), any of the following:</p> <p>a) Classes of development listed in Urban Corridor (Boulevard) Zone Table 1 – Accepted Development Classification where the proposed development is unable to satisfy the relevant criteria set out in that table</p> <p>b) Classes of development listed in Urban Corridor (Boulevard) Zone Table 2- Deemed-to Satisfy Development Classification where the proposed development is unable to satisfy the relevant criteria set out in that table</p> <p>c) Subject to (1), any of the following identified envisaged land uses likely to have an impact:</p> <ul style="list-style-type: none"> • Dwelling • Office • Consulting Room • Residential Flat building 	<p>1. Except the demolition (in part or whole) of a State or Local Heritage Place</p> <p>2. Except (where relevant):</p> <p>a) Development that exceeds the maximum building height specified in Urban Corridor (Boulevard) Zone</p> <p>b) Development that exceeds the maximum floor area specified in the Urban Corridor (Boulevard) Zone</p> <p>c) Advertisements that exceed the maximum size and height requirements</p> <p>d) Demolition (in part or whole) of a State or Local Heritage Place</p> <p>e) Creation of four or more dwellings</p> <p>3. Except (where relevant):</p> <p>a) where the site of the development is located within 60 metres of a zone containing the word 'neighbourhood'</p> <p>b) Development that exceeds the maximum building height specified in Urban Corridor (Boulevard) Zone</p> <p>c) Development that exceeds the maximum floor area</p>

		<ul style="list-style-type: none"> • Restaurant • Shop • Supported Accommodation • Tourist Accommodation <p>3. Subject to (1), any of the following identified envisaged land uses likely to have an impact:</p> <ul style="list-style-type: none"> • Apartments • Child Care Centre • Educational Establishment • Hotel • Licensed Entertainment Premises • Licensed Premises 	<p>specified in the Urban Corridor (Boulevard) Zone</p> <ul style="list-style-type: none"> d) Advertisements that exceed the maximum size and height requirements e) Demolition (in part or whole) of a State or Local Heritage Place f) Creation of four or more dwellings
Urban Corridor (Business)	<p>All classes of performance assessed development are excluded from notification except where it involves any of the following:</p> <p>(a) the site of the development is adjacent land to land in a different zone</p> <p>(b) development identified as "all other code assessed development" in Urban Corridor (Business) Zone Table 3</p> <p>(c) development exceeding the maximum building height specified in DTS / DPF 2.3</p> <p>(d) development exceeding the defined building envelope specified in DTS / DPF 3.1 or 3.2</p>	<p>1. Development of a minor nature which falls within the ambit of Clause 5(2) of <i>State Planning Commission Practice Direction 3 – Notification of Performance Assessed Development</i>.</p> <p>2. Subject to (1), any of the following:</p> <ul style="list-style-type: none"> a) Classes of development listed in Urban Corridor (Business) Zone Table 1 – Accepted Development Classification where the proposed development is unable to satisfy the relevant criteria set out in that table b) Classes of development listed in Urban Corridor (Business) Zone Table 2- Deemed-to Satisfy Development Classification where the proposed development is unable to satisfy the relevant criteria set out in that table c) Identified envisaged land uses: <ul style="list-style-type: none"> • Dwelling • Office • Consulting Room 	<p>1. Except the demolition (in part or whole) of a State or Local Heritage Place</p> <p>2 Except (where relevant):</p> <ul style="list-style-type: none"> a) Development that exceeds the maximum building height specified in Urban Corridor (Business) Zone b) Development that exceeds the maximum floor area specified in the Urban Corridor (Business) Zone c) Advertisements that exceed the maximum size and height requirements d) Demolition (in part or whole) of a State or Local Heritage Place e) Creation of four or more dwellings <p>3. Except (where relevant):</p> <ul style="list-style-type: none"> a) where the site of the development is located within 60 metres of a zone containing the word 'neighbourhood' b) Development that exceeds the maximum building

	(e) shop, office or consulting room in excess of the gross leasable floor area specified in DTS / DPF 1.2.	<ul style="list-style-type: none"> Residential Flat building Restaurant Shop Supported Accommodation Tourist Accommodation <p>3. Subject to (1), any of the following: Identified envisaged land uses likely to have an impact:</p> <ul style="list-style-type: none"> Apartments Child Care Centre Educational Establishment Hotel Licensed Entertainment Premises Licensed Premises Retail Fuel Outlet Service Industry Service Trade Premises Warehouse 	<p>height specified in Urban Corridor (Business) Zone</p> <p>c) Development that exceeds the maximum floor area specified in the Urban Corridor (Business) Zone</p> <p>d) Advertisements that exceed the maximum size and height requirements</p> <p>e) Demolition (in part or whole) of a State or Local Heritage Place</p> <p>f) Creation of four or more</p>
Urban Corridor (Main Street)	All classes of performance assessed development are excluded from notification except where it involves any of the following: (b) the site of the development is adjacent land to land in a different zone (c) development identified as "all other code assessed development" in Urban Corridor (Main Street) Zone Table 3 (d) development exceeding the maximum building height specified in DTS / DPF 2.6	<p>1. Development of a minor nature which falls within the ambit of Clause 5(2) of <i>State Planning Commission Practice Direction 3 – Notification of Performance Assessed Development</i>.</p> <p>2. Subject to (1), any of the following:</p> <p>a) Classes of development listed in Urban Corridor (Main Street) Zone Table 1 – Accepted Development Classification where the proposed development is unable to satisfy the relevant criteria set out in that table</p> <p>b) Classes of development listed in Urban Corridor (Main Street) Zone Table 2- Deemed-to Satisfy Development Classification where the proposed development is unable to</p>	<p>1. Except the demolition (in part or whole) of a State or Local Heritage Place</p> <p>2 Except (where relevant):</p> <p>a) Development that exceeds the maximum building height specified in Urban Corridor (Main Street) Zone</p> <p>b) Development that exceeds the maximum floor area specified in the Urban Corridor (Main Street) Zone</p> <p>c) Advertisements that exceed the maximum size and height requirements</p> <p>d) Demolition (in part or whole) of a State or Local Heritage Place</p> <p>e) Creation of four or more dwellings</p> <p>3. Except (where relevant):</p>

	(e) development exceeding the defined building envelope specified in DTS / DPF 3.1 or 3.2.	<p>satisfy the relevant criteria set out in that table</p> <p>c) Identified envisaged land uses:</p> <ul style="list-style-type: none"> • Dwelling • Consulting Room • Restaurant • Shop • Office • Supported Accommodation • Tourist Accommodation • Student Accommodation <p>3. Subject to (1), any of the following:</p> <p>Identified envisaged land uses likely to have an impact:</p> <ul style="list-style-type: none"> • Apartments • Child Care Centre • Educational Establishment • Hotel • Licensed Entertainment Premises • Licensed Premises 	<p>a) where the site of the development is located within 60 metres of a zone containing the word 'neighbourhood'</p> <p>b) Development that exceeds the maximum building height specified in Urban Corridor (Main Street) Zone</p> <p>c) Development that exceeds the maximum floor area specified in the Urban Corridor (Main Street) Zone</p> <p>d) Advertisements that exceed the maximum size and height requirements</p> <p>e) Demolition (in part or whole) of a State or Local Heritage Place</p> <p>f) Creation of four or more</p>
Urban Corridor (Living)	<p>All classes of performance assessed development is excluded from notification except where they involve any of the following:</p> <p>(a) the site of the development is adjacent land to land in a different zone</p> <p>(b) development identified as "all other code assessed development" in Urban Corridor (Living) Zone Table 3</p>	<p>1. Development of a minor nature which falls within the ambit of Clause 5(2) of <i>State Planning Commission Practice Direction 3 – Notification of Performance Assessed Development</i>.</p> <p>2. Subject to (1), any of the following:</p> <p>a) Classes of development listed in Urban Corridor (Living) Zone Table 1 – Accepted Development Classification where the proposed development is unable to satisfy the relevant criteria set out in that table</p> <p>b) Classes of development listed in Urban Corridor (Living) Zone Table 2- Deemed-to Satisfy</p>	<p>1. Except the demolition (in part or whole) of a State or Local Heritage Place</p> <p>2. Except (where relevant):</p> <p>a) Development that exceeds the maximum building height specified in Urban Corridor (Living) Zone</p> <p>b) Development that exceeds the maximum floor area specified in the Urban Corridor (Living) Zone</p> <p>c) Advertisements that exceed the maximum size and height requirements</p> <p>d) Demolition (in part or whole) of a State or Local Heritage Place</p>

	<p>(c) development exceeding the maximum building height specified in DTS / DPF 2.2</p> <p>(d) development exceeding the defined building envelope specified in DTS / DPF 3.1 or 3.2</p> <p>(e) shop, office or consulting room in excess of the gross leasable floor area specified in DTS / DPF 1.2.</p>	<p>Development Classification where the proposed development is unable to satisfy the relevant criteria set out in that table</p> <p>c) Identified envisaged land uses:</p> <ul style="list-style-type: none"> • Advertisement • Dwelling • Consulting Room • Restaurant • Shop • Office • Supported Accommodation • Tourist Accommodation • Student Accommodation <p>3. Subject to (1), any of the following:</p> <p>Identified envisaged land uses likely to have an impact:</p> <ul style="list-style-type: none"> • Apartments • Child Care Centre • Educational Establishment • Hotel • Licensed Entertainment Premises • Licensed Premises 	<p>e) Creation of four or more dwellings</p> <p>3. Except (where relevant):</p> <p>a) where the site of the development is located within 60 metres of a zone containing the word 'neighbourhood'</p> <p>b) Development that exceeds the maximum building height specified in Urban Corridor (Living) Zone</p> <p>c) Development that exceeds the maximum floor area specified in the Urban Corridor (Living) Zone</p> <p>d) Advertisements that exceed the maximum size and height requirements</p> <p>e) Demolition (in part or whole) of a State or Local Heritage Place</p> <p>f) Creation of four or more</p>
<p>Urban Renewal Neighbourhood</p>	<p>All classes of performance assessed development are excluded from notification except where they involve any of the following:</p> <p>(a) where the site of the development is adjacent land to land in a different zone</p> <p>(b) development identified as "all other code assessed"</p>	<p>1. Development of a minor nature which falls within the ambit of Clause 5(2) of <i>State Planning Commission Practice Direction 3 – Notification of Performance Assessed Development</i>.</p> <p>2. Subject to (1), any of the following:</p> <p>a) Classes of development listed in Urban Renewal Neighbourhood Zone Table 1 – Accepted Development Classification where the proposed development is unable to satisfy the relevant criteria set out in that table</p>	<p>1. Except the demolition (in part or whole) of a State or Local Heritage Place</p> <p>2. (where relevant):</p> <p>a) Development that exceeds the maximum building height specified in Urban Renewal Neighbourhood Zone</p> <p>b) Development that exceeds the maximum floor area specified in the Suburban Neighbourhood Zone</p> <p>c) Advertisements that exceed the maximum size and height requirements</p>

	<p>development" in Suburban Renewal Zone Table 3 (c) Dwellings that do not satisfy DTS/DPF 201, 301, 4.1, 5.1, 5.2, 6.1, 7.1 and 9.1 (d) buildings with a wall height greater than 7m and total height greater than 9m.</p>	<p>b) Classes of development listed in Urban Renewal Zone Table 2- Deemed-to Satisfy Development Classification where the proposed development is unable to satisfy the relevant criteria set out in that table c) Identified envisaged land uses:</p> <ul style="list-style-type: none"> • Ancillary accommodation • Dwelling • Outbuilding 	<p>d) Demolition (in part or whole) of a State or Local Heritage Place e) Creation of four or more dwellings</p>
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Attachment Six:

Zero Waste SA: South Australian Better Practice Guide - Waste Management in Residential or Mixed Use Developments - Table C.2: Waste Resource Generation Rates by land use type



C

C2 Waste Resource Generation Rates

Table C.2 below lists Waste Resource Generation Rates (WRGR) by land use. These rates are for design purposes and may be used to estimate expected waste volumes generated at a development and:

- assumes best practice levels of participation and separation in recycling for all the waste streams included in the table. Best practice recycling may not occur until several years after a waste collection service commences, this may affect the required mixture of bins and collection frequency per service initially used

- may require additional collections to be included to manage waste at peak generation times
- does not take into account compaction rates which can reduce storage space requirements.

A Waste System Calculator Tool to assist with the estimation of waste storage requirements can be downloaded from the Zero Waste SA website.

Table C.2: Waste Resource Generation Rates (WRGRs) by land use type

Land Use Type	Waste Resource Generation Rate					
	General Waste	Recycling	Organics	Metric	Other	
Residential	Low Density Residential Building	40	35	40	L/bedroom/wk	Hard and Electronic Waste 0.77m ³ /household/year
	Medium Density Residential Dwelling – with garden ¹	35	30	20	L/bedroom/wk	Hard and Electronic Waste 0.77m ³ /household/year
	Medium Density Residential Dwelling – no garden ¹			10		
High Density Residential Dwelling	30	25	10	L/bedroom/wk	Hard and Electronic Waste 0.77m ³ /household/year	
Commercial	Serviced Apartment, Backpacker or Boarding Houses ²	30	20	10	L/bedroom/wk	Hard and Electronic Waste 0.77m ³ /household/year
	Hotel or Motel accommodation ³	5	3	1.5	L/bedroom/day	
	Hotel or Motel - Bar Areas	5	5	0.25	L/10m ² bar area/day	
	Hotel or Motel - Dining Areas	30	5	40	L/10m ² dining area/day	
	Hotel or Motel - Combined Bar and Dining Areas	30	10	40	L/10m ² combined bar and dining area/day	
	Licensed Entertainment Premises or Community Club (bar floor only)	5	5	0.25	L/10m ² bar floor area/day	

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Land Use Type	Waste Resource Generation Rate				
	General Waste	Recycling	Organics	Metric	Other
Licensed Entertainment Premises or Community Club (combined bar and dining area)	30	15	40	L/10m ² combined bar and dining floor area/day	
Offices or Consulting Rooms	15	15	2.5	L/10m ² /week	
Showrooms	4	1	0.25	L/10m ² /day	
Butcher ⁴	30	7	50	L/10m ² /day	
Delicatessen	5		5	L/10m ² /day	
Seafood Retailer ⁴	30	7	50	L/10m ² /day	
Fruit and Vegetable Retailer	15	12	16	L/10m ² /day	
Hairdresser	3.5	3	1	L/10m ² /day	
Café/Restaurant	30	20	40	L/10m ² /day	
Supermarket	18	20	18	L/10m ² /day	
Takeaway	3	3	3.5	L/10m ² /day	
Retail (less than 100m ²)	5	2.5	0.25	L/10m ² /day	
Retail (greater than 100m ²)	6	6	0.3	L/10m ² /day	

The WRGR are based on the Zero Waste SA, Review of SA Waste Resource Generation Rates (April 2014).

Notes:

1. Medium density dwelling organics should be calculated at 20L per bedroom per week if the dwelling has a garden. 10L organics per bedroom per week enables provision for food waste organics and should only be used to calculate WRGRs for medium density dwellings with no garden.
2. WRGRs for Services Apartment, Backpacker or Boarding Houses is for accommodation only and kitchen, catering areas, garden organics or other shared spaces in a development will require separate assessment.
3. Hotel or Motel accommodation – WRGRs are for accommodation only and do not include other areas within the hotel or motel which will require a separate assessment.
4. Butcher & Seafood WRGRs assume onsite preparation of products and may be lower for shop-front only butchers.