

CITY OF WEST TORRENS



Notice of Council Meeting

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

of the

CITY OF WEST TORRENS

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

on

**TUESDAY, 10 DECEMBER 2024
at 7.00pm**

**Angelo Catinari
Chief Executive Officer**

City of West Torrens Disclaimer

Please note that the contents of this Council Agenda 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

1.3 Meeting Livestream

2 PRESENT

3 APOLOGIES

4 DISCLOSURE STATEMENTS

Elected Members are required to:

1. Consider Section 74, 75 and 75A 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 75B and 75C of the *Local Government Act 1999*.

5 CONFIRMATION OF MINUTES

RECOMMENDATION

That the Minutes of the meeting of the Council held on 19 November 2024 be confirmed as a true and correct record.

6 MAYORS REPORT

(Preliminary report for the agenda to be distributed Friday, 6 December 2024)

In the three weeks since the last Council Meeting of 19 November 2024, functions and meetings involving the Mayor have included:

20 November

- Attended the Underdale High School Year 12 Graduation Ceremony held at Elder Hall, Adelaide.

21 November

- Participated in the 2024 Local Government Association of South Australia (LGA SA) Mayor's Forum at the National Wine Centre.
- Attended the City of West Torrens Library's 60th Diamond Anniversary Party at the Hamra Centre Library.
- Attended the Welcome Reception for the LGA SA Conference and Annual General Meeting at the National Wine Centre.

22 November

- Participated in the LGA SA Conference and the Annual General Meeting at the National Wine Centre.
- Participated in the Greater Adelaide Regional Organisation of Councils (GAROC) meeting to elect the Chair and Local Government Association Board of Directors representatives.

25 November

- Attended the Tennis SA School Carnival State Final Presentations at Peake Gardens Riverside Tennis Club.
- Attended the November meeting of the West Torrens Historical Society held in the Hamra Centre Auditorium.

26 November

- Presided over the final Youth Advisory Committee meeting for 2024 in the Council Chamber.
- Attended an Elected Member Information Session held at the Civic Centre.

28 November

- Attended the Asbestos Diseases Society of South Australia's Memorial Day at Jack Watkins Reserve, Kilburn.
- Participated in a meeting with the SANFL and Council's Chief Executive Officer.
- Attended the Camden Community Centre's 2024 Annual General Meeting.

29 November

- Attended the Metropolitan Mayors Forum at Local Government House.
- Attended the Greek Pensioners and Aged of Thebarton and Surrounds Inc Christmas Lunch at Thebarton Community Centre.
- Attended Sunbeam International College's Inaugural Graduation Ceremony.
- Attended the opening of the *People and Places of Adelaide* Art Exhibition by artist Rachel Scholich in the Cowandilla Community Room.

30 November

- Attended the Nigerian Association in South Australia's Celebration of Nigeria's Cultural Diversity in SA at Angkor Hall.

1 December

- Attended Fulham Community Centre's Christmas Fair held at Fulham Community Centre.

2 December

- Attended the Emmaus Christian College Brooklyn Park Campus Year 6 Graduation Celebration at Adelaide West Uniting Church.

3 December

- Presided over three Citizenship Ceremonies at the Civic Centre.
- Participated in a meeting of the Thebarton Senior College Governing Council.
- Attended an Elected Member Information Session held at the Civic Centre.

4 December

- Attended the Thebarton Senior College 2024 SACE Achievement and Recognition Ceremony.

5 December

- Participated in my regular CoastFM radio interview with David Hearn.

6 December

- Participated in a meeting with the Community Engagement Coordinator for the Western Adelaide State Emergency Service along with Council's General Manager Communities.
- Attended the Thebarton Senior College 2024 New Arrivals Program Graduation Ceremony.

7 December

- Attending the Malaya Borneo Veterans Association SA/NT Branch Christmas Lunch at the Maid of Auckland Hotel.

8 December

- Attending the Festa of the Immaculate Conception Mass and Luncheon at the Queen of Angels Church in Thebarton.

9 December

- Attending the Immanuel Primary School Year 6 Graduation Ceremony.

10 December

- Attending the Greek Senior Citizens of Mile End and Western Suburbs Christmas Lunch at St George Church in Thebarton.
- Presiding over the December Council meeting

RECOMMENDATION

That the Mayor's Report be noted.

6.1 Operation Flinders: Presentation of Photograph and Message of Appreciation to Council**7 ELECTED MEMBERS REPORTS****8 PETITIONS**

Nil

9 DEPUTATIONS

Nil

10 ADOPTION OF STANDING COMMITTEE RECOMMENDATIONS

Nil

11 ADOPTION OF GENERAL COMMITTEE RECOMMENDATIONS**11.1 Youth Advisory Committee Meeting****RECOMMENDATION**

That the Minutes of the Youth Advisory Committee held on 26 November 2024 be noted and the recommendations adopted.

12 QUESTIONS WITH NOTICE

Nil

13 QUESTIONS WITHOUT NOTICE**14 MOTIONS WITH NOTICE**

Nil

15 MOTIONS WITHOUT NOTICE

16 REPORTS OF THE CHIEF EXECUTIVE OFFICER

16.1 Results of the 2024 Hilton Ward Supplementary Election

Brief

This report presents the outcome of the City of West Torrens 2024 Hilton Ward Supplementary Election.

RECOMMENDATION

It is recommended to Council that the results of the 2024 Hilton Ward Supplementary Election be received.

Introduction

Following the resignation of Cr Samuel Whiting of the Hilton Ward, Council was required to undertake a Supplementary Election to fill the vacancy.

Pursuant to Section 6 of the *Local Government (Elections) Act 1999* (Elections Act), if a vacancy occurs before January of a year when a periodic election is scheduled (2026), a supplementary election must be conducted to fill the vacancy.

The Electoral Commission of South Australia (ECSA) oversaw the Supplementary Election process and correspondence has been received from Mick Sherry, Returning Officer of ECSA, which includes the official Declaration (**Attachment 1**).

Discussion

Voting and Results

The supplementary election was conducted primarily by post and voting materials were posted to electors, bodies corporate and groups whose names appeared on the certified voters' roll. In addition, and unlike State and Federal elections, non-Australian citizens who reside in the Hilton Ward of the City of West Torrens, along with landlords, business owners and their tenants and body corporates, are eligible to vote. Council keeps a separate roll which is combined with the State Electoral (House of Assembly) Roll to create Council's voters' roll.

Voting closed at 12 noon on Monday 25 November 2024 and the scrutiny and count commenced at 9.30am on Tuesday 26 November 2024 with candidate scrutineers in attendance. This process was managed and overseen by the Local Deputy Returning Officer who, following the completion of the ballot count, provisionally declared the election. A provisional declaration of the results occurred at 12.37pm on Tuesday 26 November 2024.

In accordance with s50 of the Elections Act, the Returning Officer has now confirmed the provisional declaration and has certified the results of the supplementary election. George Vlahos has now been elected to the position of Councillor for Hilton Ward.

Count Summary

ECSA have provided a breakdown of statistics of the supplementary election:

Enrolled voters	6,261
Envelopes returned	1,455
Envelopes accepted	1,415
Envelopes rejected	40
Voter participation	23.24% of the total enrolment
Formal votes	1,407
Informal votes	8
Quota	704

First Preference Votes

Below are the first preference votes received by the candidates in the order they appeared on the ballot paper.

Candidate	First preference votes	Percent	Elected or Excluded
WOGHIREN, Samuel	171	12.15%	Excluded
MARCINIAK, Christopher	22	1.56%	Excluded
HUANG, Sunny	102	7.25%	Excluded
SINGH, Rajinder	24	1.71%	Excluded
YOUNG, Joe	255	18.12%	
VLAHOS, George	471	33.48%	ELECTED
MORFIDIS, Paul	85	6.04%	Excluded
VERMA, Kirti	135	9.59%	Excluded
CAIRE, Jason	66	4.69%	Excluded
LETTON, Scott	76	5.40%	Excluded
Total	1,407		

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 as a result of this report.

Conclusion

This report presents the outcome of the City of West Torrens 2024 Hilton Ward Supplementary Election. George Vlahos has been elected as the City of West Torrens Hilton Ward Councillor.

Attachments

1. City of West Torrens Supplementary Election Results

OFFICIAL



29 November 2024

Angelo Catinari
Chief Executive Officer
City of West Torrens

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By email:

Dear Mr Catinari

Re: City of West Torrens Supplementary Election of Councillor for Hilton Ward

The council elections were conducted by post (and telephone assisted voting for blind and low vision electors, and electors who were interstate or overseas). Voting material comprising of ballot papers, candidate profiles, a postal voting guide, a ballot paper envelope containing the elector's declaration and return envelope were sent to electors, bodies corporate and groups whose names appeared on the certified voters roll.

Voting closed at 12 noon, Monday 25 November 2024 with the scrutiny and count commencing at 9:30am on Tuesday 26 November 2024 at 81-95 Waymouth Street, Adelaide. Provisional declaration of the results occurred at 12:37pm, Tuesday 26 November 2024.

In accordance with section 50 of the *Local Government (Elections) Act 1999* (the Act), I, Mick Sherry, Returning Officer, confirm the provisional declaration and certify the results for the election, and declare George Vlahos elected to the position of Councillor for Hilton Ward.

All candidates will be notified in writing of the results of the election, and copies of the full scrutiny and count details are available on the ECSA website [2024 City of West Torrens supplementary election - Electoral Commission SA](#).

Public notice of the election results will be placed in the South Australian Government Gazette and the Advertiser.

If you have any questions, please contact my office via Electoral.Commissioner@sa.gov.au or on 08 7424 7400.

Yours sincerely

A handwritten signature in blue ink, appearing to be "M Sherry".
Mick Sherry
RETURNING OFFICER

OFFICIAL

16.2 2025 Council Meeting Schedule

Brief

This report proposes the meeting dates, times, and place of Council's Ordinary, Standing, and General Committee meetings for the 2025 calendar year.

RECOMMENDATION

It is recommended to Council that:

1. It notes the dates for the Ordinary Council Meetings, Standing Committee Meetings and General Committee Meetings for the period 1 January 2025 to 30 December 2025, and
2. The Chief Executive Officer, in consultation with the Mayor, be delegated the authority to vary the time, date and location of any Ordinary Council Meeting to accommodate any conflicting function, event or unforeseen circumstance.

Introduction

Following the November 2022 Local Government elections, councils were required to determine the meeting dates, times, and places of their ordinary meetings pursuant to s81 of the *Local Government Act 1999* (Act) which prescribes the requirements for establishing the frequency and timings of ordinary meetings of Council. Ordinary meetings must be held at times and places appointed by resolution of Council and Council must hold at least one ordinary meeting each month.

Discussion

Council Meeting Frequency

Elected Members are only able to conduct the business of Council and make decisions when they come together as the Elected Body (Council) at a formal meeting of Council.

In setting its ordinary meeting schedule, Council must have regard to s81 of the Act which provides the following criteria:

- There must be at least one ordinary meeting of Council in each month;
- Ordinary meetings of Council must not be held on Sundays or Public Holidays;
- Ordinary meetings of Council must not be held before 5.00pm unless Council resolves to do so unanimously by all members of Council.

At its 29 November 2022 meeting, Council resolved that its ordinary meetings for the period 1 December 2022 to the conclusion of the term of Council, be held at 7.00pm on the third Tuesday of every month, with the exception of December of each year when it will meet on the second Tuesday of the month, in the Council Chamber, Civic Centre, 165 Sir Donald Bradman Drive, Hilton SA 5033.

Committees

Committees are established, primarily, to assist Council in the performance of its functions and provide advice to Council.

At its meeting on 12 December 2023, Council approved the Terms of Reference for the Youth Advisory Committee (YAC). The current YAC has been meeting throughout 2024 with the last meeting of the current Committee held on 26 November 2024. As the current term of the YAC concludes on 30 April 2025, the Administration will be working with the schools in Term 1 (February to April 2025) to nominate and train students for the next term of the YAC.

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 provides Council with the proposed schedule of meeting dates for Council, Standing and General Committees for 2025.

Attachments**1. 2025 Council and Committee Meetings Schedule**

Mayor: Michael Coxon
Deputy Mayor: John Woodward
Deputy to the Deputy Mayor: Jassmine Wood

Council, Committees and CAP Meeting Dates 2025

	Council	Standing Committees				General Committees		Council Assessment Panel (CAP)	Max and Bette Mendelson Foundation Management Committee	Youth Advisory Committee (YAC)
		City Services and Climate Adaptation	City Facilities and Waste Recovery	City Finance and Governance	City Advancement and Prosperity	Audit and Risk	CEO Performance Review			
Presiding Member:	Mayor Coxon	Cr O'Rielly	Cr Kym McKay (Until 30 November 2025)	Cr Papanikolaou	Cr Wood (Until 30 November 2025)	Cr Woodward	Cr Anne McKay (Until 30 November 2025)	Mr Edward (Ted) Byrt	Dr Ceciley Jennings	Mayor Coxon
Deputy Presiding Member:	Cr Woodward (Deputy Mayor 1 December 2024 to 30 November 2025)	Cr Huggett	Cr Anne McKay (Until 30 November 2025)	Cr Anne McKay	Cr Papanikolaou (Until 30 November 2025)	Ms Elizabeth Moran	Cr Papanikolaou (Until 30 November 2025)	Mr Michael Atman	N/A	Joshua Wabnitz (Deputy Presiding Member 28 May 2024 to 30 April 2025)
Deputy to the Deputy Presiding Member	Cr Wood	Cr Kym McKay	Cr Huggett	Cr Woodward	Cr Huggett	Ms Tracie Dawber	Cr Pal	Mr David Brown	N/A	N/A
Elected Member Membership:	Mayor and All Councillors	Mayor and All Councillors				Cr Woodward	Cr/s Nitschke, Gelonese, O'Rielly, Comrie, Anne McKay, Papanikolaou and Kym McKay	Cr/s Nitschke (Until 31 December 2026) (Cr Demetriou is Deputy, only to attend meetings in Cr Nitschke's absence)	Cr/s Pal and Huggett	Cr/s Papanikolaou, Demetriou, Pal and Huggett (Until 30 April 2025)
Independent Member Membership:	N/A	N/A				Ms Elizabeth Moran and Ms Tracie Dawber	N/A	Mr Edward (Ted) Byrt, Mr Donato (Don) Donaldson, Mr Michael Atman and Mr Graham Burns (Until 30 April 2026) (Mr David Brown is Deputy, only to attend meetings in Independent Members' absence)	Mr Mark Jappe	Thomas Maxwell, Mitchell Grzeszkiewicz, Marian Al-Jubore, Feret Filkeselassie, John Palls, Anella Schaefer, Jack Dunfield, Lachie Campbell, Sorala Jaran (Until 30 April 2025)
January 2025	21 January							21 January		
February 2025	18 February	4 February				25 February		11 February	26 February	
March 2025	18 March							11 March	26 March	
April 2025	15 April	1 April				22 April		8 April	23 April	
May 2025	20 May							13 May	28 May	27 May
June 2025	17 June	3 June				24 June		10 June	25 June	
July 2025	15 July							8 July	23 July	22 July
August 2025	19 August	5 August				26 August		12 August	27 August	
September 2025	16 September						26 September	9 September	24 September	23 September
October 2025	21 October	7 October				28 October		14 October	22 October	
November 2025	18 November							11 November	26 November	25 November
December 2025	9 December							9 December		
Meeting Room:	Council Chamber	Council Chamber	Council Chamber	Council Chamber	Council Chamber	Mayor's Reception Room	Mayor's Reception Room	George Robertson Room	Electronically via Zoom	Council Chamber
Time:	7.00pm	6.00pm	6.00pm	6.00pm	6.00pm	4.00pm	6.00pm	5.00pm	2.00pm	4.00pm
Committee Executive Officer	Angelo Catnari, Michelle Kennedy, Shanti Ditter and Paul Della respectively	Angelo Catnari, Michelle Kennedy, Shanti Ditter and Paul Della respectively	Angelo Catnari, Michelle Kennedy, Shanti Ditter and Paul Della respectively	Angelo Catnari, Michelle Kennedy, Shanti Ditter and Paul Della respectively	Angelo Catnari, Michelle Kennedy, Shanti Ditter and Paul Della respectively	Shanti Ditter	Angelo Catnari and Appointed Qualified Independent Person	Michelle Kennedy and Hannah Bateman (Assessment Manager) respectively	Angelo Catnari	Shanti Ditter
Frequency:	3rd Tuesday of the month, except for December	1st Tuesday of alternating months from February	1st Tuesday of alternating months from March	1st Tuesday of alternating months from March	1st Tuesday of alternating months from March	4th Tuesday of alternate months from February	Annually on the 4th Thursday of September	2nd Tuesday of the month, except for January	4th Wednesday of each month	4th Tuesday of alternating months from May

16.3 Selection and Appointment of Council Assessment Panel

Brief

This report outlines the proposed recruitment and selection process for independent members of the City of West Torrens Council Assessment Panel.

RECOMMENDATION

It is recommended to Council that:

1. The proposed recruitment and selection process for the appointment of five independent members, including the Presiding Member and a deputy member, to the Council Assessment Panel for a term from 30 June 2025 to 30 June 2027 detailed in this report be approved.
2. A Selection Panel be established to make a recommendation to Council for the appointment of independent members to the Council Assessment Panel, that consist of the following representatives:
 - Cr
 - Cr
 - Cr
 - Ms Michelle Kennedy, General Manager Natural and Built Environments
 - Ms Hannah Bateman, Manager City Development & Assessment Manager
 - Mr Nicholas Timotheou, Business Lead Planning
3. A report be presented to Council regarding the appointment of the new Council Assessment Panel, including the recommendations of the Selection Panel, by May 2025.
4. From 1 July 2025, the independent members of the Council Assessment Panel will be paid a meeting sitting fee for each Council Assessment Panel meeting attended. Those rates are as follows:

Presiding Member	\$1,000
Independent Member	\$550
Deputy Independent Member	\$550
5. Payment of sitting fees to the Independent Members and Deputy Independent Member of the Council Assessment Panel be subject to the provision of a valid invoice containing an Australian Business Number (ABN).

Introduction

Pursuant to section 83 of the *Planning, Development and Infrastructure Act 2016* (PDI Act), Council is required to establish a Council Assessment Panel (CAP), for the purposes of acting as:

- 'relevant authority' in determining particular classes of development delegated to it by the Council, and
- a review body for decisions made by the Assessment Manager

Pursuant to the PDI Act, a CAP may consist of up to four independent members (including the Presiding Member) and may include a Council Member. Council may also decide to appoint a deputy independent member and a deputy council member to act as a proxy for a CAP member in the event of an apology.

Independent CAP members are required to be registered as an Accredited Professional - Planning Level 2 in the Accredited Professional Scheme under the PDI Act.

The current CAP membership and their terms of appointment are as follows:

- Independent Members - 1 July 2023 until 30 June 2025
 - Mr Edward (Ted) Byrt - Presiding Member
 - Mr Michael Arman
 - Mr Donato (Don) Donaldson
 - Mr Graham Burns
 - Mr David Brown (Deputy Member)
- Council Members - 1 January 2023 to 31 December 2026
 - Cr Graham Nitschke
 - Cr George Demetriou (Deputy Member)

This report sets out a proposed process for the recruitment and appointment of independent CAP members to undertake the roles from 1 July 2025.

Discussion

In order to appoint Independent Members for the next term, Council may appoint a Selection Panel to undertake the recruitment process and present recommendations to Council for its consideration. Previously Council has appointed a Selection Panel comprising Elected Members and senior staff involved in the CAP operations.

This report outlines an open recruitment process for the selection of CAP members. As an alternative, the Council could instead consider the merits of directly re-appointing existing independent members. The open process is being recommended as it does not preclude any current members from re-applying, should they wish to continue as members of the CAP, and it also ensures a fair, transparent and equitable recruitment process. Further, it allows Council to consider the makeup of the CAP as a whole, helping to ensure the committee has a sound complementary set of skills and knowledge.

To pursue an open recruitment process, Council may invite expressions of interest (EOI) for four independent CAP members (including a Presiding Member) and one deputy independent CAP member. This EOI will seek candidates with qualifications, skills and experience in the following areas (or similar):

- Urban planning and development assessment
- Architecture and urban design
- Landscape architecture
- Transport / mobility
- Social and environmental planning
- Heritage conservation
- Planning law
- Construction/development management

In addition, the EOI will also seek candidates with the following attributes:

- hold and maintain Planning Level 2 accreditation from the Accredited Professional Scheme under the PDI Act,
- local knowledge/connection to the City of West Torrens, and
- experience in chairing public meetings and meeting governance (Presiding Member only)

The following process and timelines for the recruitment, selection and appointment of independent members to the CAP is proposed, which is in line with previous CAP recruitment processes.

Date	Process
December 2024	<ul style="list-style-type: none"> • Appointment of selection panel
February 2025	<ul style="list-style-type: none"> • Call for expressions of interest via: <ul style="list-style-type: none"> ○ notice on Seek website ○ notice on Council's website ○ Council's social media
March 2025	<ul style="list-style-type: none"> • Selection panel to: <ul style="list-style-type: none"> ○ review expressions of interest ○ short-list candidates ○ interview short-listed candidates ○ determine preferred candidates for consideration by Council
May 2025	<ul style="list-style-type: none"> • Report to Council recommending appointment to the CAP of: <ul style="list-style-type: none"> ○ the Presiding Member ○ three independent members ○ one deputy independent member • Notification to successful/unsuccessful candidates
July 2025	<ul style="list-style-type: none"> • Induction of successful candidates to be completed • Commencement of the new CAP

Remuneration

The PDI Act stipulates that Council is required to set the remuneration for members of the CAP. This means the remuneration paid is not constrained by determinations made by the South Australian Remuneration Tribunal as is the case for Elected Members' allowances.

CAP Members are required to have knowledge and experience in reviewing relevant sections of the PDI legislation, applicable case law and Planning and Design Code to inform their decision making. Each CAP agenda generally comprises in excess of 200 pages each month requiring its members to invest a significant amount of time in reading and understanding the items presented for a decision. In addition, there is also an expectation that CAP members know and/or visit the locality in which the development would proceed.

The considerations of the CAP demand a high level of skill and interrogation and are time consuming, more so than any other committee.

Payments to Independent CAP Members

The proposed remuneration of the Independent Members is a meeting sitting fee for each meeting attended and members would not be paid for non-attendance. The meeting sitting fee is comparable to the per month Council Member allowance (\$570.67) but ensures Independent Members are only paid for meetings attended. An annual indexation increase is not proposed as benchmarking against other metropolitan CAPs identified that the existing sitting fees are already in the upper range.

Position	Proposed Remuneration
Presiding Member	\$1,000 per meeting attended
Independent Members	\$550 per meeting attended
Deputy Independent Members	\$550 per meeting attended

No additional sitting fee will be payable for members' attendance at training or induction. Induction sessions are typically scheduled to coincide with a CAP meeting to avoid additional travel and scheduling requirements. Costs associated with obtaining and maintaining Planning Level 2 accreditation are to be borne by the Independent Members.

Terms of Reference

The existing CAP Terms of Reference adopted by Council continue to be valid and will be reviewed when the Independent Members are appointed in 2025.

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 Council Assessment Panel acts as a relevant authority to assess new development proposed in the City of West Torrens area against the Planning and Design Code and as a decision review body under the PDI Act.

The Council Assessment Panel can consider the mitigation of climate change impacts in their decision making to the extent it is contemplated in the Planning and Design Code.

Conclusion

The Council Assessment Panel comprises a Council Member (plus Deputy) that is currently appointed until 31 December 2027, and four Independent Members (plus Deputy) that are currently appointed until 30 June 2025.

This report presents a proposed process for the recruitment and selection of the Independent Members to fulfil these roles from 1 July 2025.

Attachments

Nil

16.4 City of West Torrens 2025 Australia Day Award Nominations and Australia Day Event Brief

This report presents nominations received for the Australia Day Council of SA Awards and City of West Torrens Awards for Council's consideration. If approved, the successful nominees would be presented with their Awards at Council's Australia Day Awards and Citizenship Ceremony to be held on 26 January 2025 in the West Torrens Auditorium.

RECOMMENDATION

It is recommended to Council that:

1. It endorses the nominations and recommendations listed in **Attachment 1** of the Agenda report provided under separate cover.
2. The media, Council Members and the Administration refrain from publicly discussing or publishing the names of recommended Award recipients as detailed in **Attachment 1** of the Agenda report provided under separate cover, until the Administration has advised the successful Award nominees and their nominator/s of Council's decision.
3. The Administration, as soon as practicably possible following the date of this meeting and before 20 December 2024, contact the successful Award nominees and their nominator/s to advise them of Council's decision and invite them to receive their Award at Council's Australia Day Awards and Citizenship Ceremony on 26 January 2025.
4. The Administration make arrangements for Council's Australia Day Awards and Citizenship Ceremony to be held on 26 January 2025 including sending official invitations to successful Award recipients, their nominator/s, citizenship applicants, Council Members, local MPs and other special guests as soon as practical once details of the event have been finalised.

Introduction

Each year in conjunction with the Australia Day Council of SA, the Administration undertakes a call for nominations for Australia Day Awards in various categories. Council also undertakes a call for nominations from the community for the City of West Torrens Awards categories.

Discussion

The Administration has received:

- Four (4) nominations from the Australia Day Council of SA for its Citizen of the Year Award
- One (1) nomination for a City of West Torrens Community Group Award; and
- One (1) nomination for a City of West Torrens Community Service Award

As more than one nomination for Citizen of the Year Award has been received, Council will need to determine a preferred recipient for this Award. The Administration has taken the liberty of making suggestions to present alternative awards and recognising only one (1) of the nominations for a Citizen of the Year Award which would then be submitted to the Australia Day Council for consideration in their 2025 Awards.

If approved, all of the nominees would receive their Awards at Council's Australia Day event. The nominations are detailed in **Attachment 1** provided under separate cover.

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

This report presents nominations received for the Australia Day Council of SA Awards and City of West Torrens Awards for Council's consideration.

If approved the successful nominees would be presented with their Awards at Council's Australia Day Awards and Citizenship Ceremony to be held on 26 January 2025.

Attachments

1. **City of West Torrens 2025 Australia Day Award Nominations (under separate cover)**

16.5 Draft Kings Reserve Masterplan - Update

Brief

This report provides Council with a Draft Masterplan for a portion of Kings Reserve, west of the Adelaide Football Club lease area, and seeks approval to commence a period of public consultation.

RECOMMENDATION

It is recommended to Council that:

1. The report be received and noted.
2. The Draft Kings Reserve Masterplan (December 2024) be endorsed for public consultation, and approval be granted to the form and contents of the proposed public consultation documentation and process, as detailed within this report.
3. At the conclusion of the period of public consultation, a further report be presented to Council detailing its results and key findings.
4. Subject to approval of the final Masterplan following public consultation, Council's investment in delivering the Masterplan be capped at a maximum of \$6.5 million.
5. It acknowledges the contribution of the Kings Reserve Masterplan Community Reference Group and thanks members for their time and input into the development of the Masterplan.

Introduction

Kings Reserve is classified as Regional Open Space in the City of West Torrens Open Space Hierarchy. This classification means that the open space attracts people from across and beyond the City of West Torrens due to its location, size, and uniqueness. Regional open spaces are often reached by car, public transport as well as walking and cycling.

On 5 June 2018, Council endorsed the recommendations of the Community Facilities General Committee Meeting of 22 May 2018, to formally adopt a Precinct Masterplan for Kings Reserve. The 2018 Kings Reserve Masterplan presented a long-term vision for the site and recognised the reserve's existing qualities and its role within the broader Thebarton Oval precinct. The subject area of this Plan is shown in Figure 1.



Figure 1: 2018 Kings Reserve Masterplan site (red boundary)

The development of the 2018 masterplan was informed by significant community engagement which captured community aspirations and preferences for the site. Scheduled for implementation over a 10–15-year period, several aspects of this plan were delivered including the construction of a wetland, an upgrade to the Torrensville Bowling Club facilities and the construction of an access ramp from the Thebarton Community Centre to Kings Reserve. The remaining components included a new playground, skate park, picnic area and improved lighting for the soccer pitches.

Following the adoption of the Masterplan, the Administration successfully secured grant funding in 2020, to assist with the playground development. A concept plan was developed and approved for construction, detailing various play and recreation features along with picnic facilities.

Prior to 2020 limited information was available regarding the future South Road upgrade as part of the North-South corridor works. In early 2021, the Government announced the final stage of the Torrens to Darlington (T2D) road project and its potential impact on Kings Reserve. As a result, the play space upgrade was temporarily postponed until further information became available.

In 2022, the Adelaide Football Club (AFC) announced its interest in establishing its base at the Thebarton Oval Precinct (including portion of Kings Reserve) under a long-term lease with Council.

At the meeting held 21 March 2023, Council resolved as follows:

1. *Any land west of the Adelaide Football Club's proposed training ground at Kings Reserve be excised from any potential lease to the Adelaide Football Club and;*
2. *Council further commits to providing play-space design elements of the 2018 Kings Reserve Masterplan on such land including but not limited to a playground, picnic shelter with BBQ, cricket nets, skate bowl upgrade, and drink fountains.*

Subsequently, on 15 August 2023, Council established the Kings Reserve Masterplan Community Reference Group (CRG) along with its Terms of Reference (**Attachment 1**). The primary role of the CRG is to act as an advisory resource, representing the community's views and guiding Council on desired developments at Kings Reserve.

The site area for the 2024 Masterplan is illustrated in Figure 2:

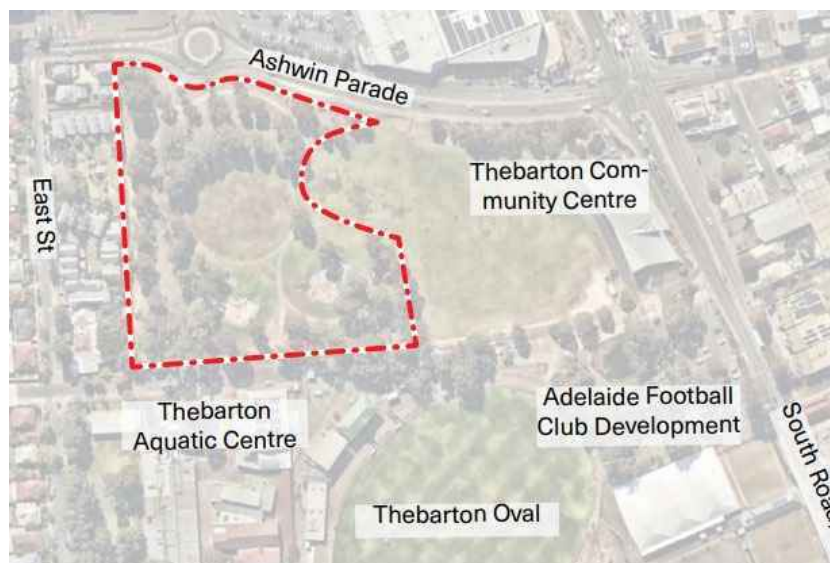


Figure 2: Kings Reserve Masterplan site (red boundary)

At its meeting on 26 October 2023, Council was advised that \$2.45 million had been committed towards nominated works for Kings Reserve, including a skate-park expansion, playground, picnic facilities, tree planting and other reserve upgrade.

Additionally, approval has been granted by the Office for Design and Architecture SA (ODASA) to use grant funds secured through the Open Space program for the playspace component of the 2018 Kings Reserve Masterplan. A total of \$577,500 in grant funding was awarded, with Council required to contribute \$602,500.

Together, Council's funding commitment of \$2,450,000 and the Open Space grant of \$577,500, will provide a total of \$3,027,500 to complete the playspace and recreation areas at Kings Reserve. After accounting for the \$260,000 already spent on the tower, and professional fees incurred to date in developing the masterplan, the remaining available balance for the project is \$2,685,005.

These financials are summarised below.

October 2023 budget commitment - Kings Reserve	\$2,450,000
Plus grant funding - ODASA	\$577,500
Less purchase of play tower	(\$260,000)
Less professional fees incurred to date	(\$82,495)
Remaining budget	\$2,685,005

Discussion

Kings Reserve Community Reference Group

Following its establishment, the first meeting of the Kings Reserve Community Reference Group (CRG) was held on 22 February 2024. Following this, an additional eight meetings have been held periodically until November 2024 to:

- Review the 2018 Kings Reserve Masterplan.
- Consider constraints and opportunities across the site.
- Develop a design brief for consultants including design principles and key themes/components to be integrated into the design.
- Work with appointed consultants on developing an updated Masterplan ready to present to Council and to the community for feedback.

The notes of all CRG meetings are publicly available on Council's website.

At its commencement, the CRG developed the following Design Principles for the site:

1. Develop a reserve that seamlessly integrates with its natural surroundings while promoting engagement of multiple groups at one time through decentralised seating and play areas, prioritising connectivity, and inclusivity over built infrastructure.
2. Foster an inclusive and welcoming environment within Kings Reserve by prioritising universal accessibility, embracing a diversity of activities, and creating lively spaces adaptable for various community events/activities, ensuring equitable participation and enjoyment for all.
3. Embrace and enhance the natural features of the reserve by creating a beautiful and planned landscape, integrating strategic plantings, and preserving an element of level surface, to create unique areas that enhance the experience for visitors, support the environment, and foster a strong sense of place.
4. Respectfully acknowledge and celebrate the rich Kaurna heritage and the historical significance of the site, integrating elements of naming, art, and storytelling to foster a deeper connection and cultural appreciation of the land.

5. Develop the reserve as an integrated component of its surrounding context, which enhances connectivity with neighbouring facilities and users (particularly Thebarton Oval, Thebarton aquatics centre and Brickworks Marketplace), responds to regional characteristics particularly (such as the River Torrens) and establishes a distinct and unified park identity that can adapt to the changing landscape (e.g. South Road motorway).
6. Develop a future-oriented and flexible design that reflects the current values of the community and is adaptable to ensure its long-term significance for future generations.
7. Enhance and preserve the biodiversity within the reserve through the selection and inclusion of species that bloom throughout the year, providing continuous food and habitat for wildlife while enriching the aesthetic experience for visitors, ensuring that any enhancements prioritise the well-being and conservation of existing local wildlife.
8. Improve the amenities of the reserve in a manner that complements its existing activities, with an emphasis on safety, accessibility, and sustainability to ensure a resilient and adaptable environment for future generations.

Several key opportunities or 'Must Haves' were also developed by the CRG to integrate into the masterplan design, along with a list of 'Negotiable' elements.

Must Haves:

1. Basic Park requirements - seating, shelters, drink fountain, BBQ, lighting, bins, paths, multi-use tables for varied purposes such as for chess or table tennis.
2. Screening from major road and eastern boundary with consideration given to future growth to the east Skate park and basketball area.
3. Decentralising play area with good connections and well configured for multiple groups.
4. Lighting - not just security lighting (using spaces after dark).
5. All abilities and ages - universal design.
6. Path to Brickworks and links to AFC area.
7. Ashwin Parade fencing with pedestrian access points and rubbish capture.
8. Tower
9. First nations artwork and engagement (educational opportunities - signage).
10. Current use considerations - waiting area, congregation, swim centre etc and add bins in these areas.
11. Toilets
12. Play equipment including water play
13. Signage and wayfinding
14. Edible/produce/play experiences with trees - cultural heritage/identity.

Negotiables:

1. Water feature/infrastructure
2. Recreation facilities/multi sport
3. Running track around Thebarton Oval or Kings Reserve Oval
4. Pump track
5. Chess, table tennis
6. Flying fox
7. WI-FI, technology, smart furniture

Kings Reserve Draft Masterplan

Consultants have been appointed to work with the Administration and the CRG to co-design an updated draft masterplan for Kings Reserve (**Attachment 2**). Consultants include landscape architects, skatepark designers and an indigenous advisor (Kurna/Ngarrindjeri Landscape Architect).

The vision for the masterplan is:

Kings Reserve will become a beautiful and vibrant inclusive community park, celebrating nature, sustainability, and heritage, and creating a profound sense of place. It will be well connected to its surroundings and provide a variety of experiences to meet the current and future needs of the community.

As previously outlined in the report, the CRG emphasised the importance of ensuring the Masterplan fully reflects the adopted 2018 Kings Reserve Masterplan, rather than focusing solely on a playspace for the community. Accordingly, the draft Masterplan, developed by consultants in collaboration with the CRG, divides the western portion of Kings Reserve into distinct areas or zones, each serving a different purpose from the original Masterplan, allowing multiple groups to use the spaces simultaneously.

The areas are:

- **Central Lawn** - includes open area of irrigated lawn surrounded by mounded turf and jacarandas. Amenities such as shelters, BBQ's, and public toilet will be incorporated into this area as well as active recreation elements (e.g. basketball and netball). This space will link to a proposed natural pump track to the north of the site.
- **Playground** - equipment for older children, juniors and inclusive features with shelter and BBQ facilities included. Previously purchased play tower to be a main feature of this space.
- **Nature Play** - located adjacent the rear of the childcare centre, this space will feature stepping logs, natural adventure play, water play and cubby area.
- **Skate Park** - the existing skate bowl will be redesigned to feature three levels of transition, catering to users ranging from beginners to advanced skaters. The area will also be expanded into a skate plaza to support street skaters, as well as roller skaters, rollerbladers, scooter riders, and BMX cyclists, in response to community feedback gathered during the consultation for the 2018 Masterplan.

Cultural elements are also proposed throughout the site, including:

- Interpretive signage
- A sculpture depicting a Kaurna man making a spear
- Sandblasted spear patterns on paved areas at key junctions
- Large decorative spears within the playground zone
- An interpretive arbour representing the river/waterhole and key transport routes significant to the Kaurna people
- A red brick retaining wall honouring the site's brick-making heritage.

In addition to the aforementioned "Must Haves", the planting of a number of new trees across the site is required. As part of the Development conditions for the AFC, a total of 220 new trees must be planted across the entire site, many of which must be 'mature' sized trees. The AFC's plans include planting 109 new trees within their leased area, leaving 111 trees to be planted elsewhere within the precinct. These remaining trees are proposed to be planted on the western portion of Kings Reserve.

Project Costs

As outlined earlier in this report, a total of \$3,027,500 was allocated for the completion of the playspace and recreational areas at Kings Reserve, with a remaining balance of \$2,685,005 (as a result of pre-purchase of large play tower and professional fees incurred in development of the Draft Masterplan).

A preliminary cost estimate has been developed based on the Draft Masterplan. This estimate is high-level, as detailed plans have not yet been developed and are based on conceptual drawings. The preliminary draft estimate for the full scope of the masterplan is \$5.5 - 8.5 million and is currently being reviewed by the Administration.

Subject to Council approval of the final Masterplan following community consultation, it is recommended that Council's investment in delivering this Masterplan be capped at a maximum of \$6.5 million, with opportunities for value management pursued through the detailed design process. Council administration will also seek out relevant grant funding opportunities to assist with funding the implementation, and the timeframes associated to deliver this proposed project.

While the estimated cost to implement the full master plan is in excess of the amount currently budgeted, the City of West Torrens has the capacity to fund the proposed Kings Reserve Master Plan works and, if approved, will factor these additional costs into its long-term financial plan. Another important consideration is that, like any new reserve upgrade, there will be an increase in maintenance requirements, which should be accounted for alongside the overall project cost. New plants, irrigated turf, additional trees, and infrastructure such as BBQs, toilets, and play equipment will all require ongoing care and maintenance, including repairs if damaged or vandalized. It's important to note that these maintenance costs are not included in the draft cost estimate. Should the project proceed, these ongoing costs will be considered as part of the prudential review process.

Public Consultation Plan

At the CRG meeting on 23 October 2024, the CRG expressed its support for the draft Masterplan and endorsed its progression to public consultation.

The draft Masterplan is now presented to Council for review and approval to proceed with public consultation. Additionally, a Community Engagement Framework has been developed and supported by the CRG and is provided to Council for consideration.

The proposed engagement will be conducted in accordance with the CWT Public Consultation Policy. The principles proposed in the forthcoming amendment to Section 50A of the *Local Government Act 1999* will also be used as guidance.

The purpose of the engagement is to seek feedback. Participants can expect their feedback and preferences to be considered in development of the final of the Kings Reserve Masterplan and next steps toward its implementation.

The engagement process will aim to:

- Effectively communicate the Kings Reserve Master Plan, and the process of its development.
- Clearly communicate the decision-making process from the engagement period onward, and the scope of influence participants in the process have upon it.
- Accurately capture feedback on the Master Plan in order for community views to inform Council's next stage of decision making.
- Encourage and enable broad community participation by applying practices to support accessibility and inclusivity.

Stakeholders

The stakeholders of the engagement have been identified as:

- Local area residents, ratepayers, organisations/businesses.
 - Including residences adjacent western boundary of Kings Reserve, Torrensville Community Childcare Centre, Thebarton Aquatic Centre, Thebarton Senior College and Torrensville Primary School.
- Kings Reserve current users.
- Participants in the Thebarton Oval Precinct Masterplan consultation.
- West Torrens residents, ratepayers, and businesses.
- Kaurna people, traditional owners.
- General public.
- The Department for Infrastructure and Transport, State Government Member for West Torrens, AFC, Brickworks Marketplace, and the Office for Sport, Recreation and Racing.

Engagement and promotional activities

Engagement activities are proposed to inform the community and gather feedback. Engagement will be supported by promotional activities designed to create awareness of the engagement and encourage participation.

The engagement period will be 4 weeks, proposed to commence in January 2025.

The consultation materials will be based on page 18 of the attached Draft Masterplan Report and will be tailored specifically for the public consultation. Activities to promote and deliver the engagement are as follows:

	Summary
Engagement activity	
Your Say West Torrens project page	Online information and feedback collection tools.
Drop-in sessions x 2	<p>Information display, feedback collection, opportunities for conversation with project staff.</p> <p>To be held at Thebarton Community Centre:</p> <ul style="list-style-type: none"> • Thursday 30 January 2025 6pm - 8pm, and • Sunday 2 February 2025 11am to 1pm, including activities for children and coffee truck.
Kaurna engagement	Kaurna consultant involved in the project.
Promotional activity	
Email	Your Say newsletter subscriber database. Thebarton Senior College students via Youth Officer contact with Principal.
Social media	Facebook posts at consultation opening and final week.
Coreflute signs (up to) x 8	<p>Installed at Kings Reserve and surrounds including:</p> <ul style="list-style-type: none"> • Torrensville Primary School, and • Thebarton Senior College.
Posters	A3 size displayed at Torrensville Community Childcare Centre and Thebarton Aquatic Centre.
Postcard/flyer	<p>Consultation information including Your Say QR code:</p> <ul style="list-style-type: none"> • Distributed direct to approximately 2,000 properties within the area shown in yellow below, and • At Torrensville Community Childcare Centre, Thebarton Aquatic Centre, Thebarton Senior College, and Torrensville Primary School. • Distributed with printed School Holiday Program.
Promotional booth	At Summer Festival Music and Markets Youth Event - Friday 17 January 2025, 5pm - 8.30pm at West Torrens Memorial Gardens.



Figure 3: Proposed delivery catchment for postcard/flyer:

Feedback collection

The online and printed feedback forms will seek the following information from participants:

Question (all compulsory)	Question type
1. Select the option that best describes your level of support for the Kings Reserve Master Plan.	Scale: <ul style="list-style-type: none"> Do not support Limited support Neutral Support somewhat Fully support
2. Tell us the reasons for your level support.	Long Text.
3. Rank in order of importance the following elements of the Kings Reserve Masterplan.	Randomised drop and drag ranking of following options: <ul style="list-style-type: none"> Sheltered picnic and seating areas Open space/grassed area Children's playground Nature play area Skate Park BMX pump track Basketball and netball play area Gym/fitness equipment Water play elements

Question (all compulsory)	Question type
4. Is there anything you would like to see in the Masterplan that is not shown in the plans?	Long text
5. Your suburb	Short text
6. How often do you visit Kings Reserve?	Multiple choice: <ul style="list-style-type: none"> • Multiple times a week • A few times a month • A few times a year • N/A
7. Your age	Multiple choice: <ul style="list-style-type: none"> • 15 or under [logic = email not compulsory/optional for involvement in skate consultation] • 16 to 24 • 25 to 44 • 45 to 64 • 65 or over
8. Your email address	Short text
9. If you live within the City of West Torrens, are you interested in being part of future consultation on the skate park that is proposed in the Kings Reserve Masterplan?	Multiple choice: <ul style="list-style-type: none"> • Yes • No

Accessibility and inclusivity

The engagement process described seeks to invite and encourage broad participation and reduce barriers to involvement. The following specific aspects of the engagement process support accessibility and inclusivity:

- Your Say West Torrens webpage:
 - Translation function enabling translation into 15 languages including those most frequently spoken amongst West Torrens residents.
 - Userway accessibility widget.
 - Readspeaker.
- Promotional signs for the consultation including Greek, Mandarin, Punjabi, Italian and Nepali languages and Atkinson Hyperlegible accessible typeface.
- Drop-in sessions will be scheduled to provide multiple opportunities for participation, i.e. weekday/weekend, daytime/evening. Session locations will be accessible on foot and by car, bicycle, and public transport.

- Multiple methods will be used to publicise the engagement process, including direct communication to all households in West Torrens, local signage, and social media.
- Opportunities will be provided to be involved in the process online, in writing and face to face.
- At drop-in sessions, staff will be available to assist people as required to complete online feedback forms, and print copy feedback forms will be available on request.

Public Consultation Program

Task/activity	Date (2025)
Consultation commences (4 weeks)	Friday 17 January
Drop-in sessions	30 January and 2 February
Consultation closes	Sunday 16 February
Engagement Report developed	February/March
Draft Report provided to KR CRG and presented to Council	March/April

Feedback from Pre-brief held 3 December 2024

A pre-briefing was held on 3 December 2024, which was facilitated by the Administration and consultants for Elected Members and members of the community. The session presented the draft Masterplan for Kings Reserve, along with the Consultation Plan. This session allowed for background information to be shared, and for Members to raise questions and seek clarification on various aspects of the Master Plan.

Several issues were identified, and initial feedback has been provided below. Many of these points will be addressed further following the public consultation process and as part of the detailed design phase. Council will receive an analysis of the consultation results in March/April 2025, along with recommendations for proceeding based on the comments and feedback received.

1. Differences between the earlier Masterplan and the 2024 Plan:

As outlined earlier in this report, the 2018 Masterplan was intended for implementation over a 10–15-year period, with several components already completed, including the construction of a wetland, an upgrade to the Torrensville Bowling Club facilities, and the creation of an access ramp from the Thebarton Community Centre to Kings Reserve. The remaining components included a new playground, skate park, picnic area, and improved lighting for the soccer pitches.

In 2020, a concept plan for the Playspace was developed, and funding was secured for its implementation. The plan included junior and senior play equipment, a play tower, two basketball courts, a cricket pitch, a running track, and two picnic shelters, with an estimated cost of \$1.2 million. While the concept also proposed expanding the existing skate bowl, no funding was allocated for this element.

Work on the playspace was subsequently paused due to the potential impact of the T2D works on Kings Reserve.

In 2023, while considering the AFC Masterplan, Council also assessed whether the 2020 Playspace concept could be accommodated in the western portion of Kings Reserve. As shown in Figure 4, the design could fit as planned in 2020.



Figure 4: 2020 Playspace concept adapted to western portion of Kings Reserve (2023)

At that time, Council allocated \$2.45 million for nominated works at Kings Reserve, and when combined with the \$577,000 in State Government grant funding secured for the playspace, the total funding available was deemed sufficient to implement the 2020 playspace concept in the western portion of Kings Reserve.

However, the CRG recognised the importance of ensuring the full scope of the 2018 Masterplan was still reflected in the available space. As a result, the scope of the western portion of Kings Reserve was expanded. What was originally designated for the playspace and skatepark expansion now includes active and passive recreation areas, greater number of picnic facilities with barbecue facilities, public toilets, security and activity lighting, nature play, seating, pathways, fencing and all other elements envisioned in the 2018 plan (excluding the upgrades to Thebarton Oval and Torrensville Bowling Club and soccer pitch). This expansion from a playspace to a full reserve upgrade has contributed to the higher conceptual cost estimate than initially anticipated in 2023.

Additionally, a Condition Audit Report was commissioned for the existing skate park, revealing that the current structure has reached the end of its life. Rather than simply expanding and patching the existing skate park, a complete replacement would be necessary if this component were to be constructed, which would significantly increase the costs beyond the estimated costs in 2023.

2. *Number of people likely to use the facility:*

While specific potential visitation statistics for Kings Reserve are not available, it is expected that the park will be heavily utilised by both West Torrens residents and visitors from surrounding areas. Kings Reserve is strategically located on the border of the City of West Torrens, as well as adjacent to the City of Charles Sturt and the City of Adelaide, which will likely increase its appeal and usage across these council areas. Additionally, the park is surrounded by both a childcare centre and Senior College, as well as key attractions, including the Thebarton Aquatic Centre, Brickworks Marketplace, and the Adelaide Football Club's training facilities, all of which are likely to drive foot traffic to the area. Given this context, Kings Reserve is expected to serve as a major recreational hub for residents and visitors alike.

3. *Off-leash dog area:*

Dogs can be exercised off-leash on local government land as long as the area is not designated as a "no dog" or "dog on-leash" area. The dog must be under effective control while on local government land or on shared paths by a strong leash not exceeding 2 meters in length. Dogs are prohibited from being within 10 meters of playgrounds or exercise equipment.

The western portion of Kings Reserve appears to offer limited space for an off-leash dog exercise area, however, the Masterplan and CRG envisions the precinct as a unified space, with Thebarton Oval and the Kings Reserve AFLW training oval serving as ideal areas for dog exercise. These spaces will be accessible to the community for a significant portion of time. Furthermore, the central lawn area in the Masterplan is expected to provide over 50 meters in diameter of uninterrupted open space, offering additional opportunities for dog exercise, in accordance with the relevant by-laws.

4. *Shade characteristics of Jacarandas:*

The Jacaranda is widely regarded as an excellent choice for urban planting due to its proven resilience to wind and frost. Typically reaching around 10 meters in height with a similarly sized canopy, Jacarandas are well-suited to the Adelaide climate. They are often considered a shade tree, providing solar access to the space in winter (Tree Fact Sheet Attached - Attachment 3).

The Masterplan is currently in the conceptual stage. Following public consultation and dependent upon feedback received, alternative tree species could be considered during the detailed design phase. Potential options of tree species that offer autumn colour and shade that may be considered include:

- *Pistachia chinensis* – Chinese Pistachio
- *Fraxinus angustifolia* ssp. *Oxycarpa* 'Raywood' – Claret Ash
- *Fraxinus pennsylvanica* 'Urbdell'-Urbanite
- *Quercus* sp. – Oaks (various)
- *Ginkgo biloba* - Maidenhair Tree

5. *Adequate engineering due to active pug hole site:*

The Administration and consultants are aware of the site constraints and as part of the detailed design process, geotechnical investigations will be undertaken to inform the engineering design of footings for structures.

6. *Feedback from residents outside CWT and previous feedback from 2018:*

The engagement plan is designed to capture demographic information, allowing the Administration to analyse feedback from both within West Torrens and beyond its borders. This analysis will enable Council to consider the feedback based on this data and give special attention to responses from local residents, ratepayers, and businesses, if desired.

Individuals who participated in the 2018 Kings Reserve Masterplan consultation will be invited to take part in this process, provided their contact details are still accurate. Similarly, those who engaged in the 2023 AFC Thebarton Oval Precinct - long-term lease consultation and reside within the West Torrens area will also be invited. While those outside of West Torrens will not be directly targeted, the consultation process will be publicly promoted, allowing anyone, including non-residents, to complete the survey. As mentioned earlier, the demographic data will help highlight key themes and priorities from local versus external respondents.

7. *Playground equipment proposed:*

As the Masterplan is currently conceptual, certain elements, such as proposed equipment, will be finalised following the public consultation process and detailed design phase. Building on the decisions made in the 2018 Kings Reserve Masterplan and the 2020 Kings Reserve Playspace Plan, a diverse range of equipment will be proposed to accommodate children of various ages and abilities. The design will focus on providing opportunities for climbing, jumping, swinging, flying, and balancing - features identified as important in the 2018 consultation. Proposed equipment includes climbing frames, a climbing wall, swings, trampolines, balance frames, slides, and a tall play tower with a long slide. Additionally, the conceptual plan includes an inclusive seat swing and a carousel to enhance accessibility and inclusivity.

8. *Toilet facility numbers:*

The Masterplan includes a proposal for a dual accessible toilet facility to be located near the central lawn area. It also takes into account that the AFC development will provide public toilets at various times throughout the year. It should be noted that this plan is conceptual and will be further evaluated during the next stages of development.

For reference, the public toilets available at other Council open spaces include:

- Apex Park – Double accessible public toilet
- Weigall Oval – Single Exeloo
- Mellor Park – Double accessible public toilet
- Lockleys Oval – Two individual public toilets within the main building footprint

9. *Dog bowls and drinking fountains to be incorporated:*

The current conceptual Draft Masterplan includes two separate drinking fountains with dog bowls, both situated in the Central Lawn area. One is located near the skatepark to the south, while the other is closer to the pump track to the north.

10. *Proposed fencing including the smaller play area:*

Fencing is proposed along the northern edge of the site to create a barrier to Ashwin Parade. Additionally, the playspace is situated on a higher level than the AFLW training area, requiring some retaining, which will naturally create a barrier to the north of this space. While fencing or barriers around the nature play area is a possibility, it would be preferable to install a fence along the southern boundary, adjacent to Meyer Street, rather than specifically containing the nature play space.

The CRG discussed the use of barriers and fencing, and the decision was made to create a zone for both nature play and general play that integrates with the broader park area, encouraging exploration and roaming. Limiting this sense of discovery by formally defining the space would be unfortunate. Therefore, the fencing along Ashwin Parade, and potentially Meyer Street, will be key in managing boundaries.

Regarding dogs and playspaces, refer to the comments under off-leash dog areas, as dogs are prohibited within 10 meters of playgrounds and exercise equipment. Signage can be erected to notify park users of this rule.

11. *A practical not just pretty reserve:*

The CRG and consultants have developed a design that is both practical and functional. While it will require a good maintenance plan, the design is straightforward and not overly complex. Like other reserve upgrades, maintenance should be budgeted for, but the simplicity of the design means the ongoing maintenance requirements should align with those typically expected for projects of this nature.

Next Steps:

Should Council endorse the Draft Kings Reserve Masterplan 2024 for public consultation, there are a number of stages that must still occur:

- **Public Consultation Implementation:** this includes a period of public consultation as outlined within this report.
- **Feedback Analysis:** The responses gathered during the consultation phase will be analysed.
- **Council Report:** a report will be submitted to Council outlining the consultation results and analysis. This report will seek a decision on any necessary adjustments to the Masterplan and whether the project should move forward. It will also include considerations regarding the staging of the project and the funding required to proceed.
- **Detailed Design:** Should Council approve the project's progression, the Masterplan will move into the detailed design phase, where specific decisions regarding site layout, materials, and service co-ordination will be made. Detailed cost breakdowns will be prepared to ensure ongoing value management and cost control.
- **Prudential Report:** If Council decides to move forward, a prudential report will be conducted in accordance with Section 48 of the *Local Government Act*. This will provide Council with due diligence on the community benefits, life-cycle costs and financial implications of the Masterplan including the short and longer term estimated net effect of the project on the financial position of Council. It will offer assurance that the project aligns with Council's strategic goals, manages risks effectively and allows for an informed decision before moving ahead. The prudential report will be considered by Council's Audit and Risk Committee at a future meeting.
- **Procurement Process:** Once the detailed design is finalised and a final cost estimate aligns with the budget, the procurement process will begin to select a contractor to carry out the works.

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.)

Access to good quality green spaces (ie: parks and public spaces) that are well connected and attractive have significant benefits to individuals and communities including: reduced pollution and heat; opportunities for social interaction; reduced stress levels; and opportunities to be more physically active. This investment in Kings Reserve will have a positive impact on the direct environment by increasing biodiversity and canopy cover and improving the overall amenity of the area.

Conclusion

The Administration and the Kings Reserve Masterplan Community Reference Group have worked with consultants to develop an updated Masterplan for Kings Reserve.

This process is now complete, and the Draft Masterplan is presented to Council for endorsement, and approval is sought for the Administration to commence a period of public consultation as outlined within the report.

Attachments

1. **Kings Reserve Community Reference Group Terms of Reference**
2. **2024 Draft Kings Reserve Masterplan Report**
3. **Tree Fact Sheet - Jacaranda**

CITY OF WEST TORRENS

**CITY OF WEST TORRENS****Terms of Reference****Kings Reserve Masterplan Community Reference Group****PREAMBLE**

The 2018 Kings Reserve Masterplan presents a long-term, overarching vision for Kings Reserve as a precinct. Kings Reserve is one of the city's premier multi-use open spaces as it is used for winter sport, events as well as active and passive recreation, comprising:

- Large areas of irrigated open space for sport, events and recreation;
- Trees for natural shade and play;
- Skate and bike bowl for older children;
- Thebarton Oval complex;
- Torrensville Bowling Club (formerly Hindmarsh Bowling Club);
- A large accessible playground and playing courts along Ashley Street;
- Multiple toilets supporting extended visitation; and
- Thebarton Community Centre.

The Masterplan recognises the Kings Reserve site as a contiguous part of the larger precinct and seeks to provide a sustainable, high-value, high-quality public reserve, which reflects community expectations and Council's designation of the main project site as part of a precinct-scale reserve. The Masterplan recognises the existing qualities of the reserve, including the landscape and cultural and heritage features. It seeks to consolidate existing facilities whilst upgrading well-used elements. This will ensure that the Masterplan will meet the changing needs of the community along with the strategies documented within the City of West Torrens Open Space Plan.

As part of the Adelaide Football Club (AFC) approach to Council with the view to lease Thebarton Oval and part of Kings Reserve to develop as new headquarters for the club, the AFC has worked with the community and Council, via the Masterplan Advisory Group, to establish a Masterplan for the area, which proposes to utilise part of Kings Reserve for a football training oval. As a result of this, the original Kings Reserve Masterplan which was approved in 2018 will be re-consulted with the community with the assistance of a Kings Reserve Masterplan Community Reference Group.

- 2 -

1. **ESTABLISHMENT**

As a result of community support and concerns identified within the ongoing consultation with regards to the Thebarton Oval Precinct Masterplan, the Council has identified the need for community representation in the consultation and implementation of a Masterplan for Kings Reserve.

The establishment of this Kings Reserve Masterplan Community Reference Group (CRG) does not derogate from the power of Council to act in a matter.

2. **PURPOSE AND OBJECTIVE**

The purpose and objective of the CRG is to be an advisory resource, which is representative of the community and which will help inform Council of what the community would like to see developed at Kings Reserve. This includes, but is not limited to:

- Consideration of the features of the existing Kings Reserve Masterplan that may be appropriate for implementation
- Raising concerns and providing feedback on topics raised with regards to Kings Reserve
- Identifying opportunities and issues for proposed designs
- Potential uses and design considerations for new public spaces
- Sharing and gathering information with/from other community members
- Assisting in analysing priorities from feedback received through the community consultation process

This feedback and input from the CRG is limited to the Kings Reserve Masterplan and has no influence, bearing or jurisdiction on the Thebarton Oval Masterplan.

The Objectives of the CRG are to:

- Establish a strong and overall park identity.
- Respond to the diversity of Kings Reserve's character by encouraging and accommodating a wide variety of activities.
- Use plantings and land form to define landscape spaces.
- Develop lively spaces that can be used for a variety of community events.
- Improve amenity which complement the parks activities.
- Respond to the regional context and link with the River Torrens Linear Park.

3. **MEMBERSHIP**

3.1 The membership of the Community Reference Group shall comprise:

- (a) three (3) Elected Members, with one being the Mayor

- 3 -

- (b) two community members specifically nominated by the 5031 Community Facilities and Green Space Action Group that meet the criteria specified below in (c) (i) and (ii)
- (c) four (4) members of the community, appointed by the Council who meet all of the following criteria:
 - (i) a ratepayer or a resident of the Council Area, for a minimum of 5 years
 - (ii) demonstrating to the reasonable satisfaction of both the Council (acting reasonably):
 - the experience, network or skills, to broadly represent their community;
 - an ability to work with others holding differing opinions; and
 - a willingness to equitably and fairly represent the interest of their relevant community group
- (d) two (2) officers of Council, nominated by the Chief Executive Officer

4. **CHAIRPERSON**

- 4.1 Council (at its meeting held 15 August 2023) appoints Mayor Coxon as the Chairperson of the Kings Reserve CRG until the Council makes its final determination on the Kings Reserve Masterplan, or as otherwise ended by resolution of Council.
- 4.2 In the absence of the Chairperson (whether or not previously notified in writing by the Chairperson), an Elected Member appointed to the CRG will be selected by the group's members in attendance at the meeting as the acting chair for the duration of the Chairperson's absence from any meeting.
- 4.3 The role of the Chairperson is to:
 - 4.3.1 oversee and facilitate the conduct of meetings:
 - 4.3.2 in particular, to ensure that all Community Reference Group members have an opportunity to participate in discussions in an open and responsible manner; and
 - 4.3.3 when a matter has been discussed significantly and no new information is being considered, call the meeting to order and move the discussion towards finalisation.

5. **OPERATIONAL MATTERS**

- 5.1 Secretariat support for the CRG will be provided by the CWT Administration.
- 5.2 Meeting agendas will be prepared by the CWT Administration, when required, and distributed to CRG members prior to each meeting.
- 5.3 Minutes of the proceedings of meetings of the CRG, in the form of identified actions resulting from the meeting, will be kept and maintained by the Council and will be promptly distributed to members following each meeting.

- 4 -

- 5.4 Meeting minutes will be referred to the next appropriate Council or Council Committee meeting to be noted.
- 5.5 Meetings will be open to interested parties, but only members of the CRG are entitled to actively participate in the meeting.
- 5.6 There will be no quorum for meetings. As such, the meetings will proceed regardless of attendance. Members present at meetings will hold discussions and provide input. It is the responsibility of members to inform the Chairperson of their inability to attend and convey their view about any matter on the agenda prior to the meeting at which they will be absent.
- 5.7 Members may be removed from the CRG by resolution of Council.
- 5.8 Members may resign their position at any time by giving notice of their intention in writing to the Chairperson.
- 5.9 If a vacancy occurs on the CRG in accordance with clauses 5.7 or 5.8, the member will not be replaced.
- 5.10 The operation and membership of the CRG will cease at the point at which Council makes its final determination on the Kings Reserve Masterplan or as otherwise ended by resolution of Council.

6. MEETING TIME AND PLACE

- 6.1 The CRG will meet at Thebarton Community Centre on the fourth Thursday of each month at 6pm.
- 6.2 Additional meetings will be arranged as required by the Chairperson.

7. DECISION MAKING

The CRG does not have any delegated authority to make decisions for, or on behalf of, the Council. In order to remove doubt, the CRG is an advisory group only with the purpose of informing the development of the agreed masterplan and does not have any authority to make or veto decisions on behalf of the Council.

8. FUNCTIONS AND RESPONSIBILITIES

The primary function of the CRG is to assist the Council to achieve the stated objectives listed in clause 2 above.

9. BEHAVIOURAL EXPECTATIONS

- 9.1 Members of the CRG are bound by the following Behavioural Expectations.

Respect:	Physical or verbal threats or abusive language will not be tolerated. Ensure the tone of discussions is respectful.
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- 5 -

- | | |
|---------------------------|---|
| Constructive discussions: | Listen and avoid talking over others. Raise issues and offer solutions in equal measure. Be willing to challenge and be challenged about views/ issues without making personal attacks. |
| Effectiveness: | Be concise in presenting views and adhere to the agenda and timeframes. Avoid raising the same topic if the matter has already been discussed. Attend each meeting and review relevant materials to enable informed discussion. |
| Public comment: | No member of the CRG may make public comment (including media comment and social media) on behalf of the group other than the Chairperson. |
- 9.2 Breach of the Behavioural Expectations may result in removal of the member from a meeting by the Chairperson or the CRG by resolution of Council.
- 9.3 Elected Members who are also members of the CRG must also abide by the Behavioural Standards for Council Members.

KINGS RESERVE MASTER PLAN

DRAFT MASTER PLAN

CITY OF WEST TORRENS
DECEMBER 4 2024
DRAFT

PROJECT #	ADL24024
STATUS	DRAFT
ISSUE	P3
DATE	04/12/2024
PREPARED BY	KZ/ML
APPROVED BY	SL

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Acknowledgment of Country

We acknowledge the Traditional Owners of the Adelaide Plains / Tarntanya, the Kaurna people.

We pay respect to Elders past, present and emerging and value the traditions, cultures and aspirations of the First Australians of this land.

We also pay our respects to the cultural authority of Aboriginal and Torres Strait Islander people and their nations in South Australia, as well as those across Australia.

Section 1 – Introduction

1.1 Introduction

The Kings Reserve Master Plan (2018) sets an overarching vision for the redevelopment of this vital regional open space within the inner western suburbs of Adelaide. With strong links to the Brickworks market, natural assets such as the River Torrens Linear Park, surrounding residential areas, the site serves as an important social destination and active sporting and play precinct for the City of West Torrens.

Implementation of the 2018 Master Plan was delayed due to two major projects and their impact on the Kings Reserve site. Firstly, the North-South Corridor (Torrens to Darlington stage) caused uncertainty around the future of the reserve, and secondly, the Adelaide Football Club's redevelopment of Thebarton Oval took some time to resolve leasing agreements, including the extent of the site that is to remain solely for community use.

The extent of the 2018 Mater Plan included the whole of Kings Reserve and the Thebarton Oval precinct, as shown opposite. With the Adelaide Football Club leasing boundaries now determined, a new master plan scope has been defined comprising the western portion of Kings Reserve.

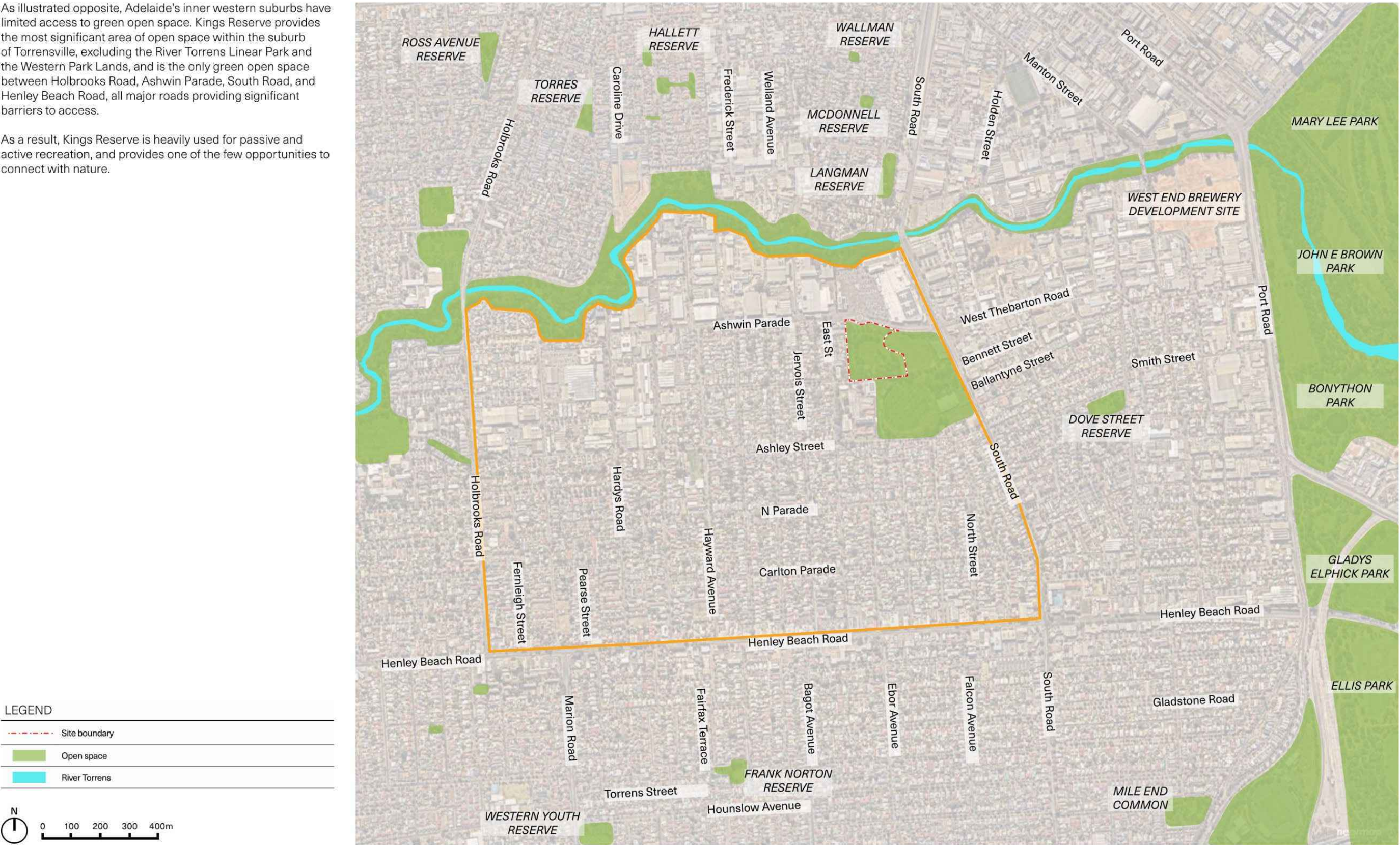


Section 1 – Introduction

1.2 Open Space Context

As illustrated opposite, Adelaide's inner western suburbs have limited access to green open space. Kings Reserve provides the most significant area of open space within the suburb of Torrensville, excluding the River Torrens Linear Park and the Western Park Lands, and is the only green open space between Holbrooks Road, Ashwin Parade, South Road, and Henley Beach Road, all major roads providing significant barriers to access.

As a result, Kings Reserve is heavily used for passive and active recreation, and provides one of the few opportunities to connect with nature.



Section 1 – Introduction

1.3 Local Context

Kings Reserve is located within the suburb of Torrensville approximately 500m from the River Torrens Linear Park. It is bounded by Ashwin Parade to the north, South Road to the east, and Meyer Street and Thebarton Oval to the south. Residential properties form the western boundary and continue to the south-west and south of the site. East of the site, over South Road, is a mixture of light industry, commercial properties and residential, predominantly to the south-east. North of Ashwin Parade to the River Torrens Linear Park is commercial and light industry, including the Brickworks Marketplace.

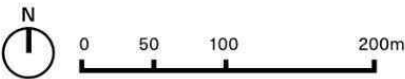
Ashwin Parade and South Road form significant barriers to convenient pedestrian access making connectivity from the Linear Park difficult. Once the Torrens to Darlington project is complete, access over South Road is expected to improve, but will remain a barrier until construction is completed.

Car parking is limited near the reserve making convenient pedestrian and cycle access from the surrounding residential community particularly important. Anecdotally, the Brickworks car park is used by people visiting Kings Reserve, who then need to navigate crossing the busy Ashwin Parade.

Thebarton Senior College is immediately south of Kings Reserve with many students taking advantage of its proximity, as well as traversing it to access the Brickworks Marketplace. Thebarton Aquatic Centre has also recently re-opened after being upgraded and will bring additional people into the precinct via Meyer Street. Also to the south is the Thebarton Oval, which is set to become the new home of the Adelaide Football Club and home ground for the Crows AFLW team. This development will bring new amenities and facilities to the Thebarton Oval precinct and an increased intensity of vistration to the area on game days and other events. Maintaining connectivity through the Thebarton Oval precinct to the south is paramount to the community, and providing an integrated interface between the AFC development and Kings Reserve is important so the overall precinct remains stiched together.

LEGEND

Site Boundary



Section 1 – Introduction

1.4 Existing Conditions



Section 1 – Introduction

1.5 Existing Conditions



Central open grass space and unsealed pathway



Trees in mounding



Unsealed pathway and sparse planting to Ashwin Parade interface



Unsealed path networks



Skate park



Trees in mounding south of previous playground



Previous playground location



Gazebo, barbecue and picnic settings



Trees in mounding to the east of previous playground

Section 2 – Key Issues & Opportunities

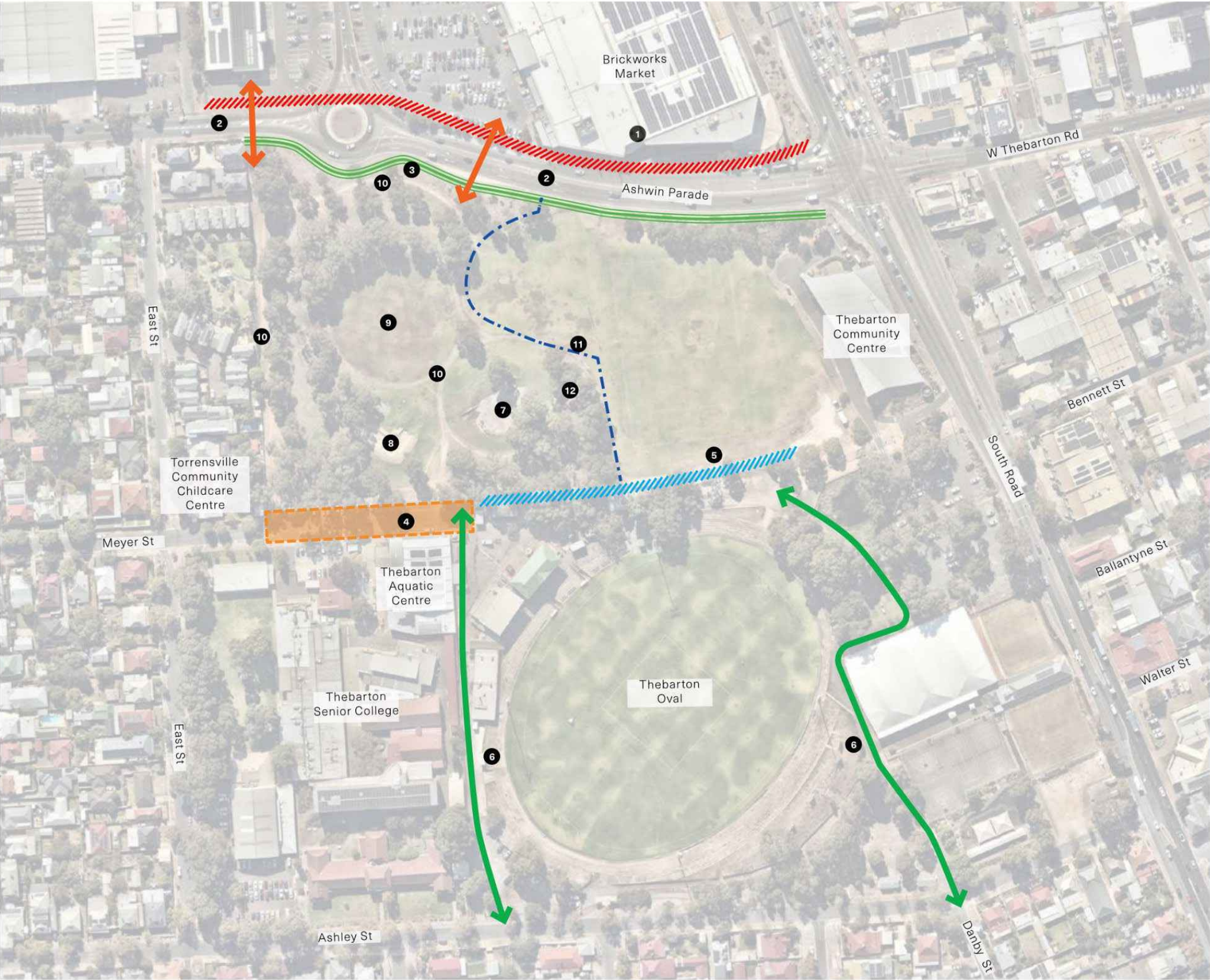
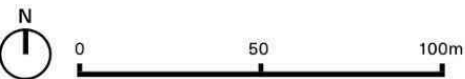
2.1 Key Issues

Kings Reserve is a much-loved and valuable piece of open space for the City of West Torrens. While it is a well-used park with many established trees, it currently lacks a level of amenity commensurate with its scale, location, and the demographic it serves. Multiple groups and families of different ages and cultural backgrounds currently utilise the reserve however, there is not the community infrastructure in place to support this, or a greater level of use.

This diagram highlights some of the key issues identified.

KEY	
1	Poor visual outlook
2	Difficult access from North of Ashwin
3	Unattractive fencing
4	Safety concerns
5	AFC interface
6	Connectivity through AFC site
7	No playspace since old equipments removed (due to implementation delays).
8	Existing skate bowl has limited usability
9	Lack of irrigation
10	Paths generally unsealed
11	Interface with AFC second oval and lease boundary
12	Existing gazebo is heavily utilised and in average condition

LEGEND	
	Poor visual outlook
	Existing fence
	AFC lease boundary
	Existing Carpark
	AFC interface
	Connection through AFC site
	Access across Ashwin Parade



Section 2 – Key Issues & Opportunities

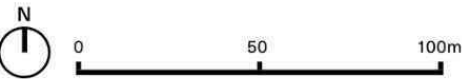
2.2 Key Opportunities

This diagram indicates some of the key opportunities identified through our understanding of the site and is reflective of what we heard at the initial Community Reference Group (CRG) meeting. It is not intended to capture the 'must haves' and 'negotiables' developed by the CRG.

Further Co-Design workshops with the CRG identified opportunities to incorporate items from their list of desirable inclusions and through the process the CRG was able to input into the design and share further thoughts as to how and where they would like to see facilities and amenities located within the reserve.

KEY	
1	Potential Bush Kindy
2	Potential Skate Extension Including Street Elements
3	Fencing to Car Park / No Through Rd
4	Retain Existing Trees
5	Potential to remove or replace existing fence
6	Possible flexible lawn space
7	Opportunities for Kaurua and Post-Colonial heritage to be revealed

LEGEND	
	Approx Extent of Work
	Improve Connection Across Ashwin Parade
	Formalise Connection to Ashwin Parade
	Accessible Connection From Thebarton Aquatic Centre
	Connection to Ashley St
	Activities + Amenities Dispersed Throughout
	Irrigated Lawn for Amenity & Heat Mitigation
	Existing Mounding to be Retained
	Flexible Lawn Area
	Fence



Section 2 – Key Issues & Opportunities

2.3 Key Opportunities

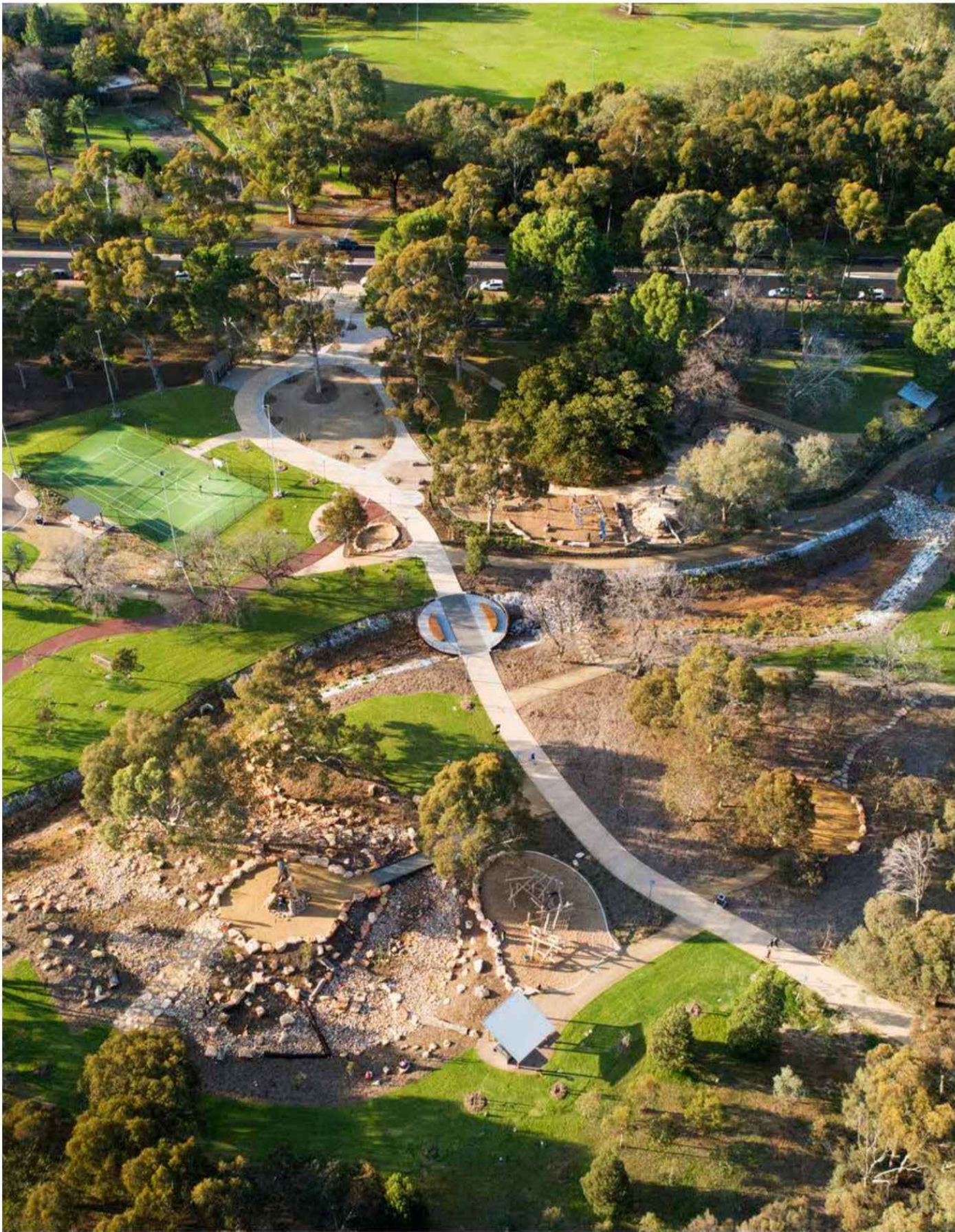
2.3.1 ‘Must Haves’

As part of Council’s master plan development process, a Community Reference Group (CRG) was formed to assist with the development of the master plan and provide a community perspective and local knowledge. As part of this a list of ‘must have’ and ‘negotiable’ items was developed for inclusion in Kings Reserve.

- Basic Park requirements - seating, shelters, drink fountain, bbq, lighting, bins, paths, multi-use tables for varied purposes such as for chess or table tennis.
- Screening from major road and eastern boundary with consideration given to future growth to the east Skate park and basketball area.
- Decentralising play area with good connections and well configured for multiple groups.
- Lighting - not just security lighting (using spaces after dark).
- All abilities and ages - universal design.
- Path to Brickworks and links to AFC area.
- Ashwin Parade fencing with pedestrian access points and rubbish capture.
- Tower
- First nations artwork and engagement (educational opportunities - signage).
- Current use considerations - waiting area, congregation, swim centre etc and add bins in these areas.
- Toilets
- Play equipments
- Signage and wayfinding
- Edible/produce/play experiences with trees - cultural heritage/identity.

2.3.2 ‘Negotiables’

- Water Play or water feature/infrastructure
- Recreation facilities/multi sport
- Running track around Thebarton Oval or Kings Reserve Oval - confirm with AFC
- Pump track
- Chess, table tennis
- Flying fox
- WI-FI, techniligy, smart furniture



Section 2 – Key Issues & Opportunities

2.4 Emerging Themes

Based on the Brief and discussions with the CRG, the following themes emerged as being valuable to the community.

- Immersive and green
- Maintain and enhance tree canopy and natural shade
- Multiple areas with a variety of activities
- Multiple gathering spaces
- Maintain the mounds
- A place to escape
- A place that's beautiful
- Multi-generational
- Comfortable micro-climate (Irrigation)
- Connectivity
- Biodiversity and habitat
- Care for Country
- Kaurna and Colonial cultural heritage
- Multi-cultural



Connectivity



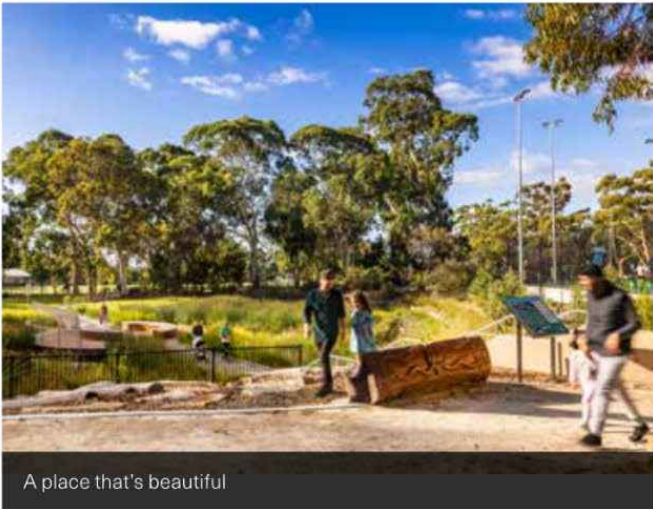
Immersive and green



Tree canopy and natural shade



Variety of activities



A place that's beautiful



A place to escape



Kaurna heritage



Multiple gathering spaces



Multi-generational

Section 3 – Vision & Principles

3.1 Vision



Kings Reserve will become a beautiful and vibrant inclusive community park, celebrating nature, sustainability, and heritage, and creating a profound sense of place. It will be well connected to its surroundings and provide a variety of experiences to meet the current and future needs of the community.

Section 3 – Vision & Principles

3.2 Principles



INTEGRATED



INCLUSIVE



CELEBRATE & ENHANCE NATURE



ACKNOWLEDGE & CELEBRATE
CULTURE & HERITAGE



CONNECTED



ADAPTABLE/FLEXIBLE & RESILIENT



ENHANCE & PRESERVE BIODIVERSITY



PROVIDE GOOD AMENITY

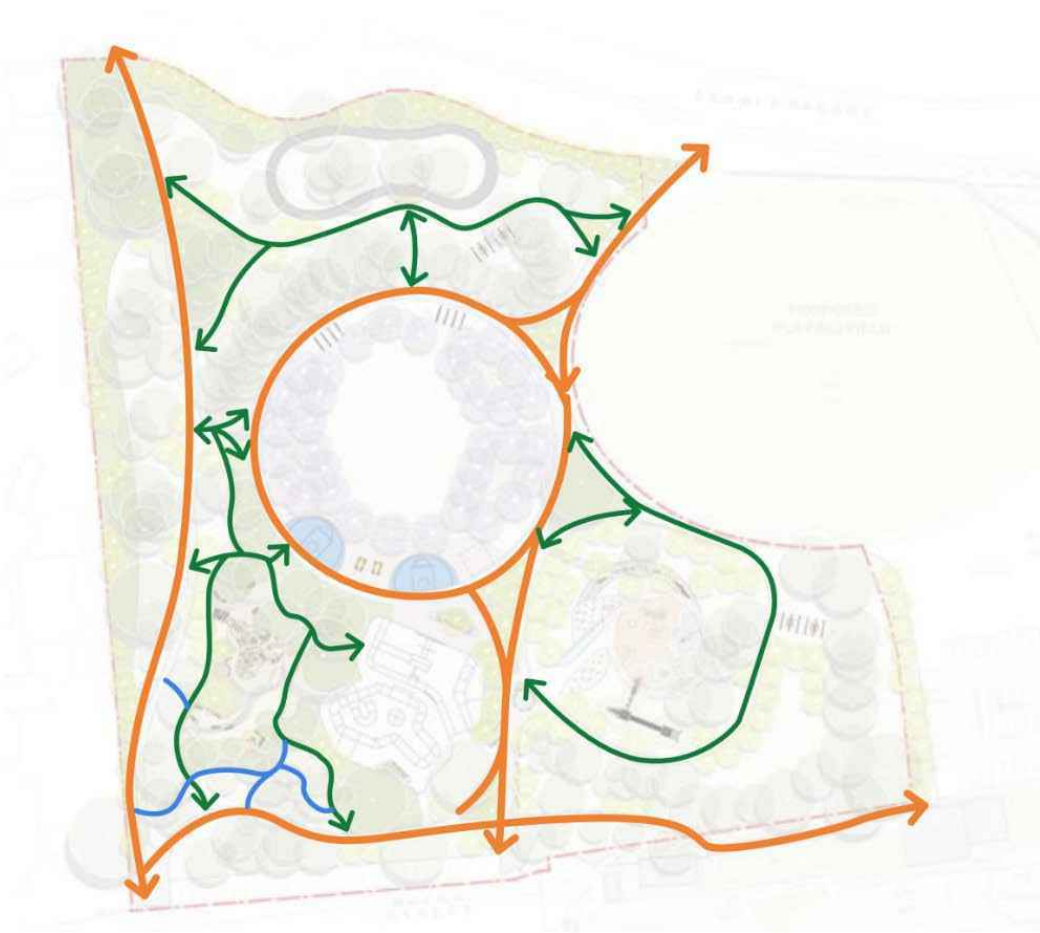
Section 4 – Key Moves

15

4.1 Key Moves

1.5.4 Formalise Pathways

Formalise the path network to provide clear and accessible connections within the park, and to and from external destinations.



LEGEND

Primary Path

Secondary Path

Tertiary Path

1.5.5 Places of Immersion

Create places of immersion within the park to for passive recreation and to support biodiversity outcomes.



Section 4 – Key Moves

4.2 Key Moves

1.5.6 Active Recreation

Provide for various forms of active recreation



1.5.7 Amenity and Facilities

Provide a variety of gathering spaces with facilities and amenity to support multiple groups utilising the park concurrently



Section 4 – Key Moves

17

4.3 Key Moves

1.5.8 Nature Play

Provide 'wild', natural areas for nature play and discovery.



1.5.9 Reveal and Interpret Cultural Layers

Provide opportunities to reveal stories about the site's history, both pre and post colonisation.



Section 5 – Kings Reserve Master Plan Design

5.1 Master Plan

Key

1	Opportunity for Cultural Interpretation
2	Natural Play/ Bush Kindy
3	Shelter+BBQ Facilities
4	3 On 3 Basketball with Combined Netball Ring
5	Pump Track
6	Open irrigated Lawn
7	Play Space with Corocord Equipment
8	Table Tennis
9	New Skate Park
10	Dual Unisex Toilet
11	Red Brick Retaining Wall
12	Shelter
13	Central Lawn Mounds
14	Log Seats
15	Picnic Settings
16	Fitness Station
17	New 1.2m high fence to Ashwin Pde. (Interface with AFC ball netting and fencing to be resolved)

Legend












	Concrete Path
	Compacted Rubble Path
	Irrigated Lawn
	Garden Bed
	Brick Paving
	Bike Racks
	Seats
	Trees To Be Removed
	New Trees
	New Trees - Jacarandas
	Existing Trees



Section 5 – Kings Reserve Master Plan Design

5.2 Central Lawn

Key	
1	Opportunity for Cultural Interpretation
2	Shelter+BBQ Facilities
3	Table Tennis
4	3 on 3 Basketball with Combined Netball Ring
5	Mounded Irrigated Lawn with Jacarandas
6	Open irrigated Lawn
7	Dual Unisex Toilet
8	Access to Pump Track
9	AFC Training Oval

Legend	
	Concrete Path
	Compacted Rubble Path
	Irrigated Lawn
	Garden Bed
	Brick Paving
	Bike Racks
	Seats
	Trees To Be Removed
	New Trees
	New Trees - Jacarandas
	Existing Trees



Section 5 – Kings Reserve Master Plan Design

5.5 Playground

Key	
1	Older Children Play - Climbing Net - Jumpers - Balance
2	Junior Play - Inclusive Carousel - Balance - Spinners - Climbing Frame
3	Swings with Inclusive Seat
4	Corocord Play Tower
5	Sloped Climbing Area
6	Climbing Wall
7	Opportunity for Cultural Interpretation
8	Shelter+BBQ Facilities
9	Red Brick Retaining Wall
10	Rubber Soft Fall
11	Adventure Play Circuit
12	Slide












Legend	
	Concrete Path
	Compacted Rubble Path
	Irrigated Lawn
	Garden Bed
	Brick Paving
	Seats
	Picnic Setting
	Kurna Spear Totems
	Trees To Be Removed
	New Trees
	New Trees - Jacarandas
	Existing Trees



Section 5 – Kings Reserve Master Plan Design

5.3 Nature Play

Key	
1	Opportunity for Cultural Interpretation
2	Stepping logs to entrance
3	Cubby
4	Climbing Structure
5	Natural Adventure Play
6	Timber Decking/informal Stage with Stone Seats
7	Water Play
8	Stone and Log Seats
9	Connection to Skate Park

Legend	
	Concrete Path
	Compacted Rubble Path
	Irrigated Lawn
	Garden Bed
	Sand Soft Fall
	Mulch Soft Fall
	Compacted sand
	Seats
	Trees To Be Removed
	New Trees
	Existing Trees



Section 5 – Kings Reserve Master Plan Design

5.4 Skate Park

Key	
1	Kerb Slider
2	Flat Rail
3	Two Stair Set with Down Rail
4	Grind Block
5	Quarter Pipe Extension
6	Mini-Ramp
7	Pump Bump / Roller
8	Quarter Pipe Extension
9	Jump Box
10	Deep Bowl Section
11	Shallow Bowl Section - Bowled Pockets & Hips
12	Concrete Seat and Shelter
13	Entrance from Meyer Street

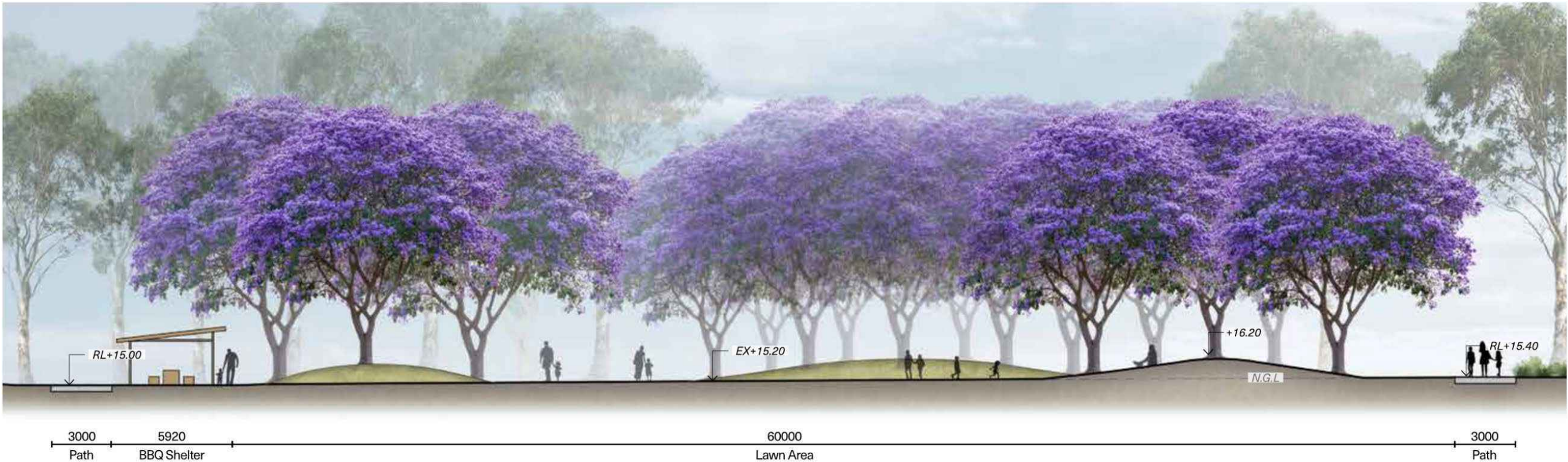
Note: Final skatepark configuration and elements subject to further consultation.

Legend	
	Concrete Path
	Compacted Rubble Path
	Irrigated Lawn
	Garden Bed
	Brick Paving
	Sand Soft Fall
	Mulch Soft Fall
	Bike Racks
	Trees To Be Removed
	New Trees
	Existing Trees



Section 5 – Kings Reserve Master Plan Design

5.6 Section A - Central Lawn



Section 5 – Kings Reserve Master Plan Design

5.7 Section A - Playground Section



Section 5 – Kings Reserve Master Plan Design

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5.8 Nature Play Perspective



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5.9 Central Lawn Perspective



6.1 Cultural Overlay - Kurna Mapping



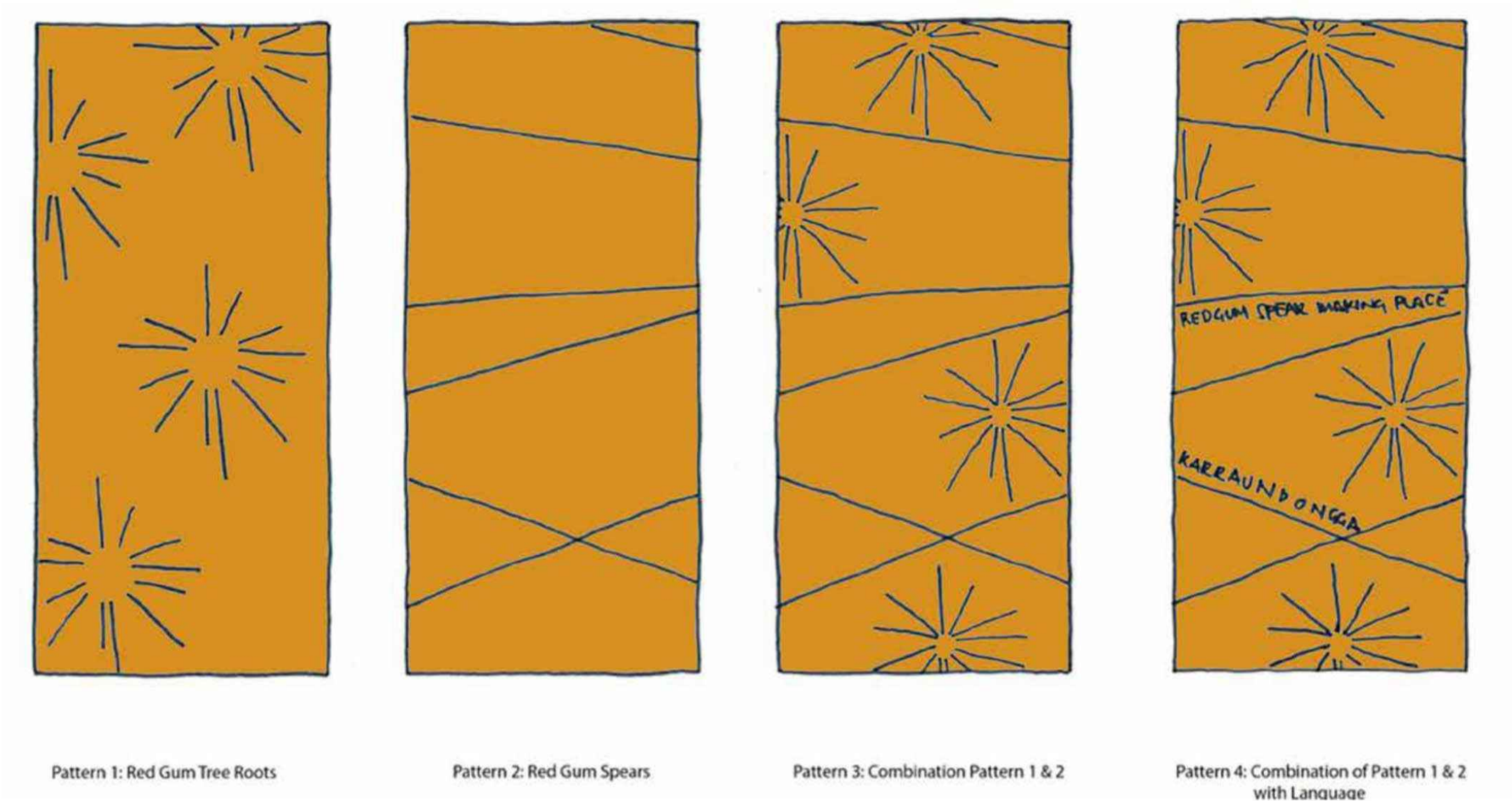
Section 6 – Kaurna Cultural Integration

6.1 Cultural Overlay - Masterplan



Section 6 – Kurna Cultural Integration

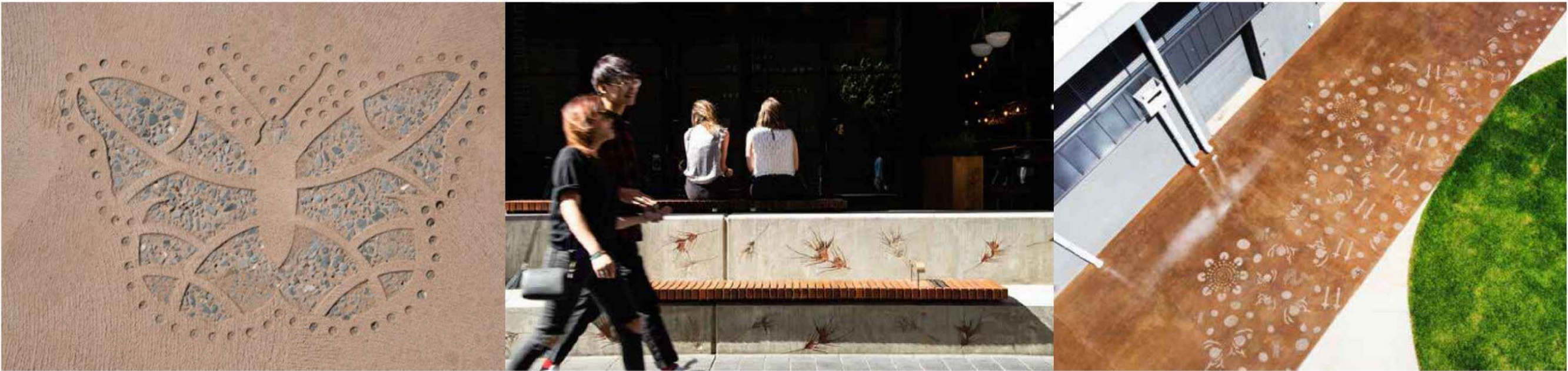
6.1 Sandblasted Patterns In Pathway



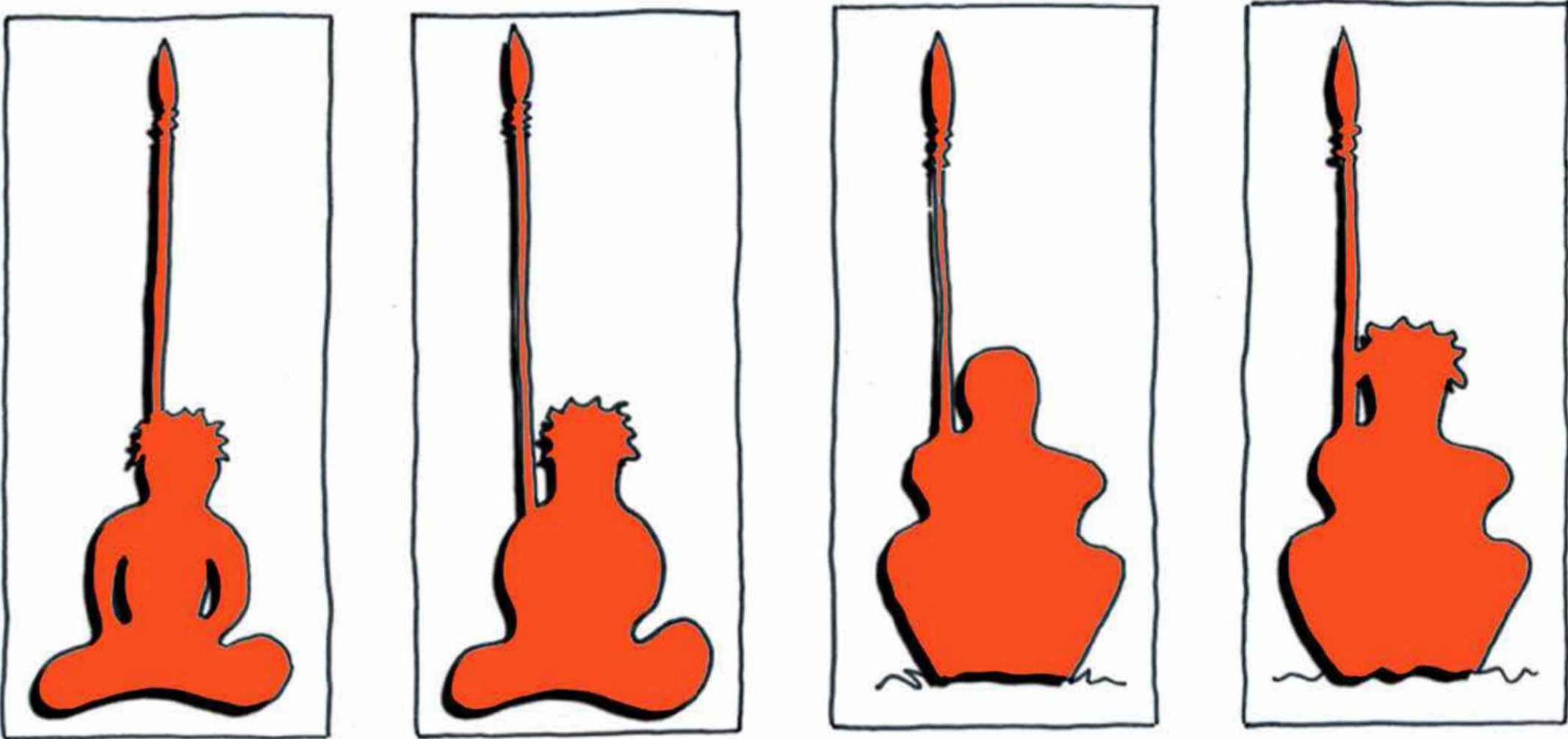
Section 6 – Karna Cultural Integration

30

6.1 Sandblasted Pattern Precedents



6.1 Kurna Men Making Spears



Design progression left to right with spears behind

Section 6 – Karna Cultural Integration

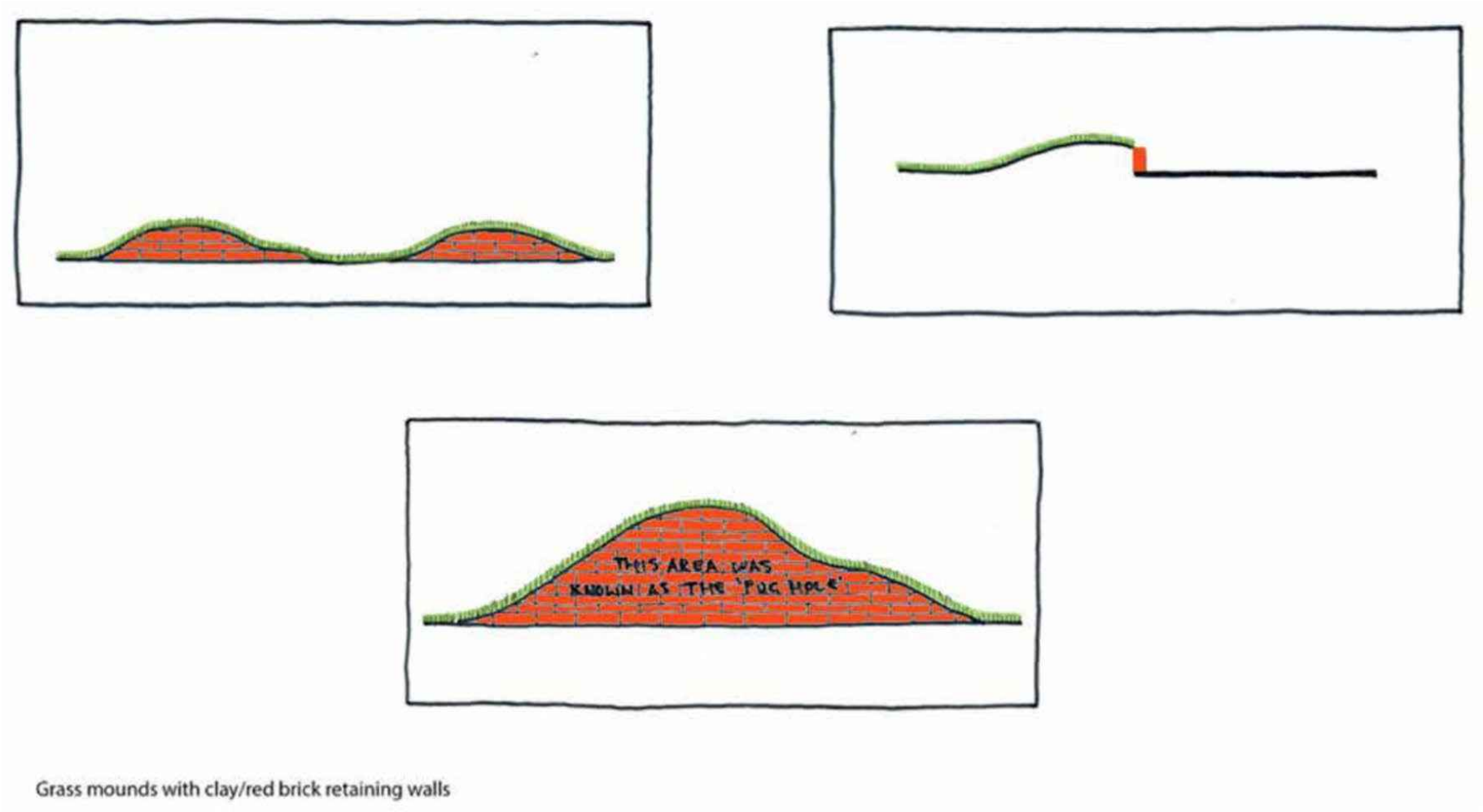
6.1 Laser Cut Art Precedents



Section 6 – Kurna Cultural Integration

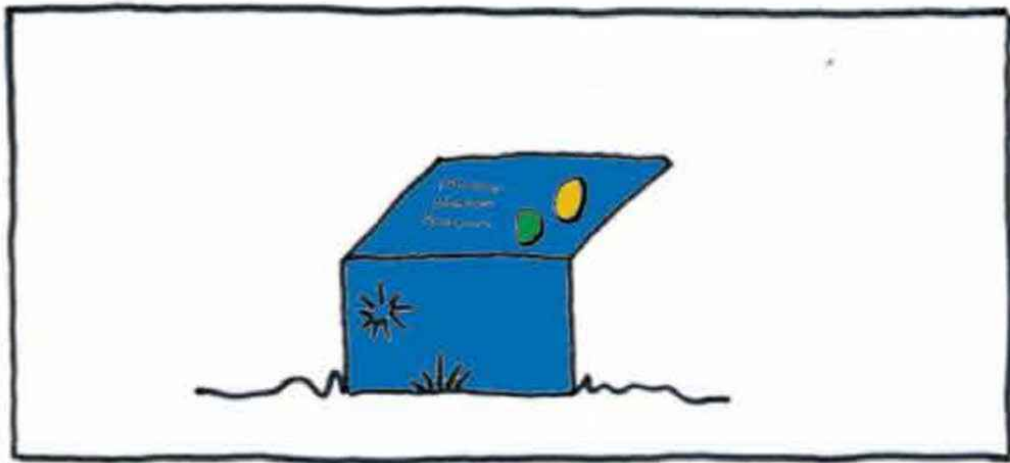
33

6.1 Red Brick Walls

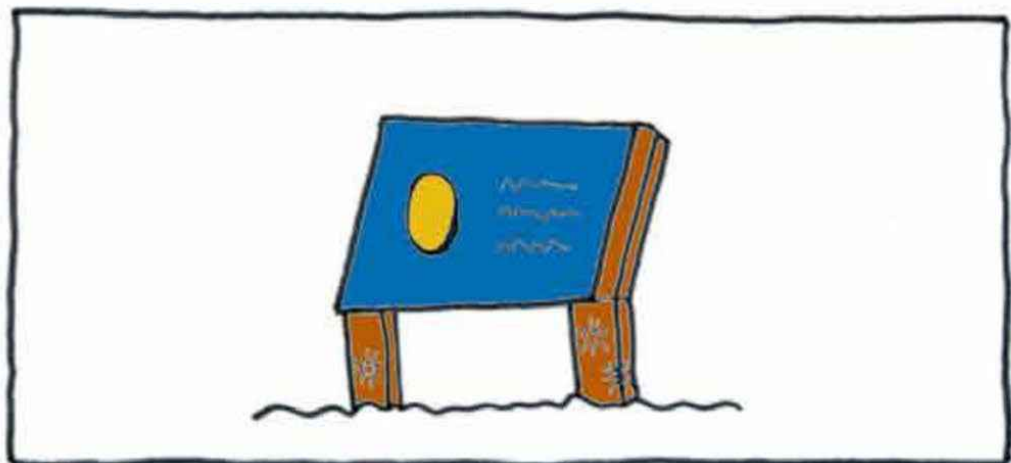


Section 6 – Karna Cultural Integration

6.1 Interpretive Signage



Folded metal interpretive sign with laser cut motif



Metal and timber post interpretive sign with motif engraved in timber



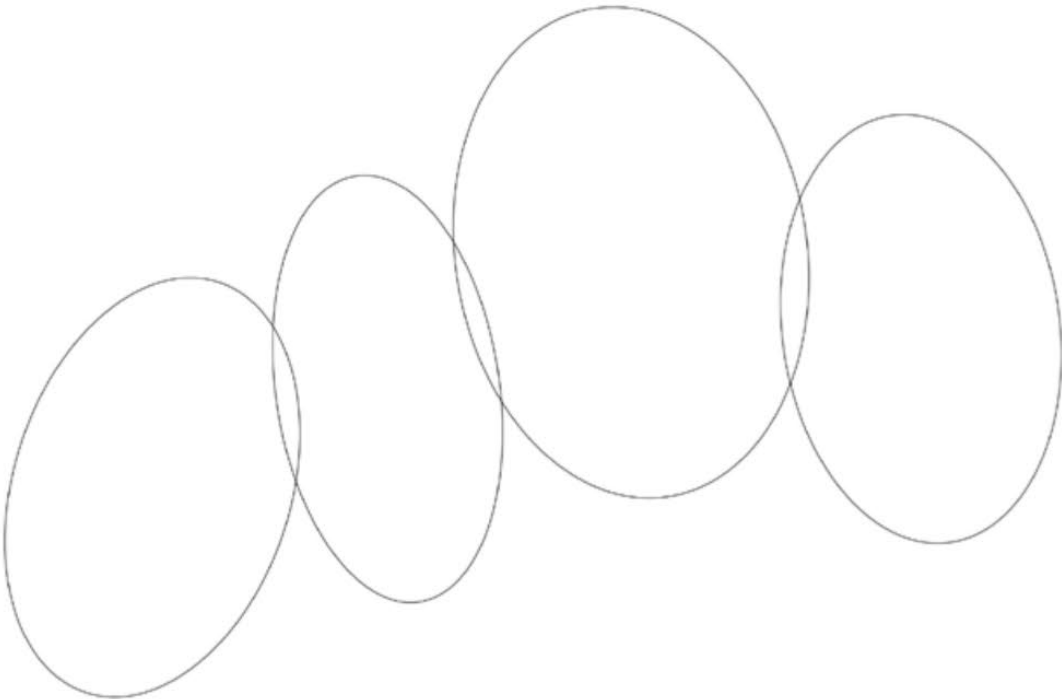
6.2 Playground Spears



6.3 Interpretive Arbour



6.3 Interpretive Arbour



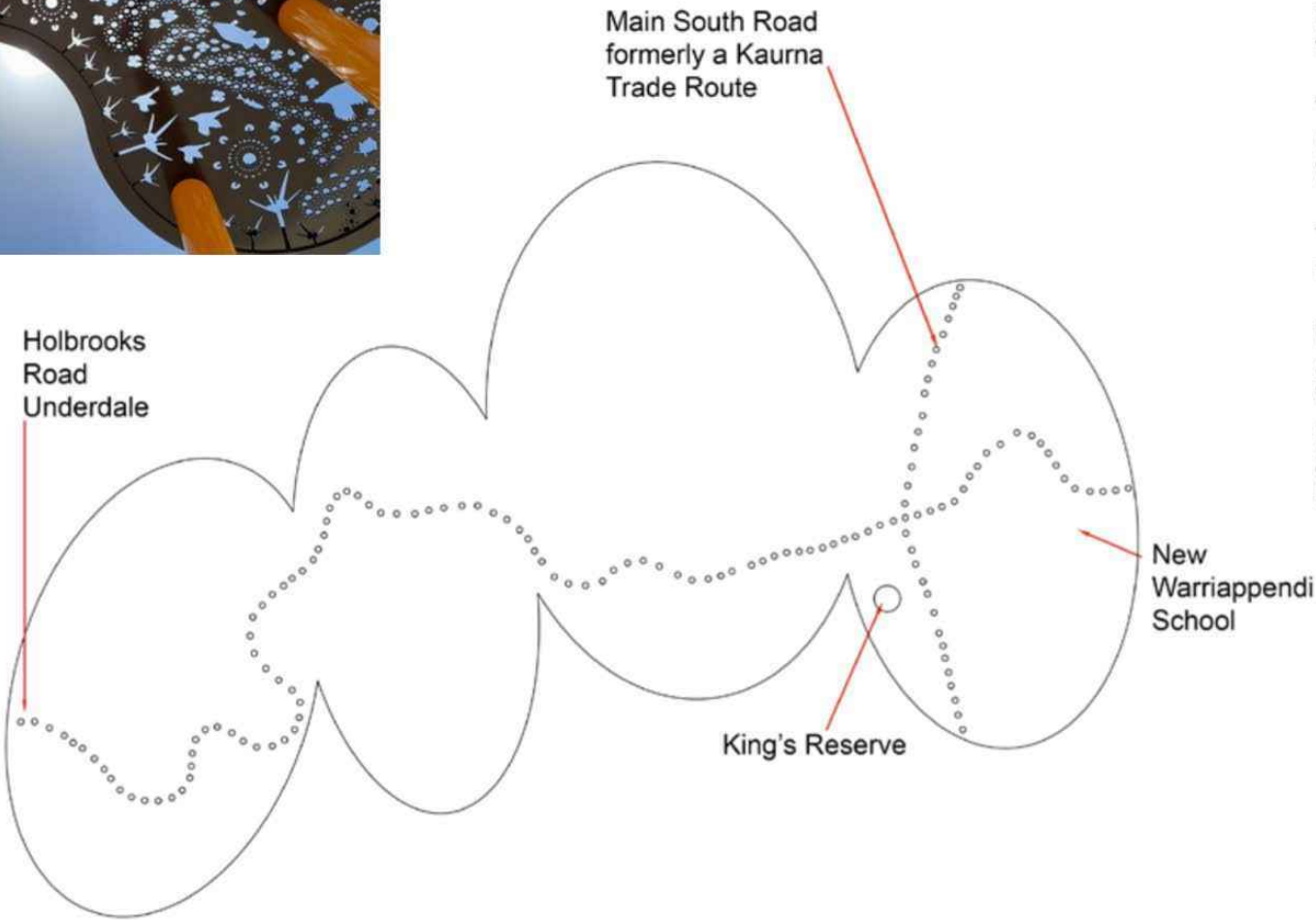
WATERHOLE

Karrawirra pari (Red Gum Forest River) is the main river on the Adelaide Plains. It flows from the Mount Lofty Ranges in Peramangk Country to Witongga, the freshwater wetlands near the coast of Adelaide, and is fed by several creeks and springs along its 80 km journey.

In summer, the river turns into a series of large waterholes with a trickle of water, which sometimes disappeared under sections of gravel and sandy bed. In winter the river was full of water.

These elliptical shapes will form the canopy part of the arbour structure.

6.3 Interpretive Arbour



MOVEMENT

Karrawirra pari (Red Gum Forest River) is the main river just north of King's Reserve. Kurna people moved up and down the river throughout the year.

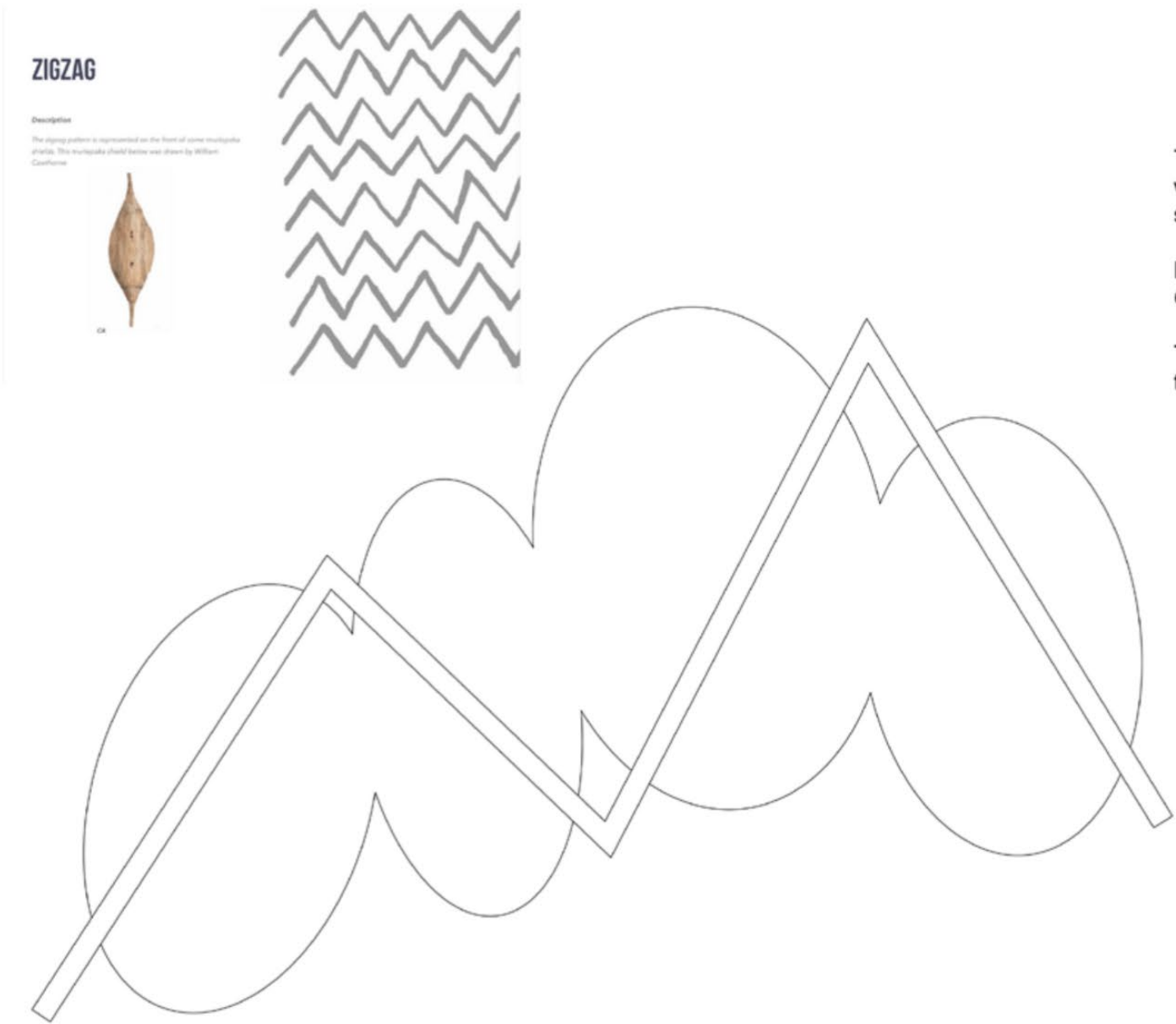
The river alignment shown is from Holbrooks Road in the west, to the new location of the Warriappendi School in Thebarton.

The alignment of Main South Road dissects the river alignment on a north south axis.

Prior to colonisation, Main South Road was an ancient major trade route which extended from the Victor Harbor area in the south, up to the northern parts of South Australia and as far as Western Australia (Broome area) and to Queensland (Mt Isa area).

These elliptical forms will provide a canvas for the creation of a laser cut story of Kurna Country in the canopy of the arbour structure.

6.3 Interpretive Arbour



PATTERN

The zigzag pattern of this type of cultral engraving was carved into the face of the muralpaka or shield as decoration.

Murlapaka were made from the bark of the Red Gum tree - *Eucalyptus camaldulensis*.

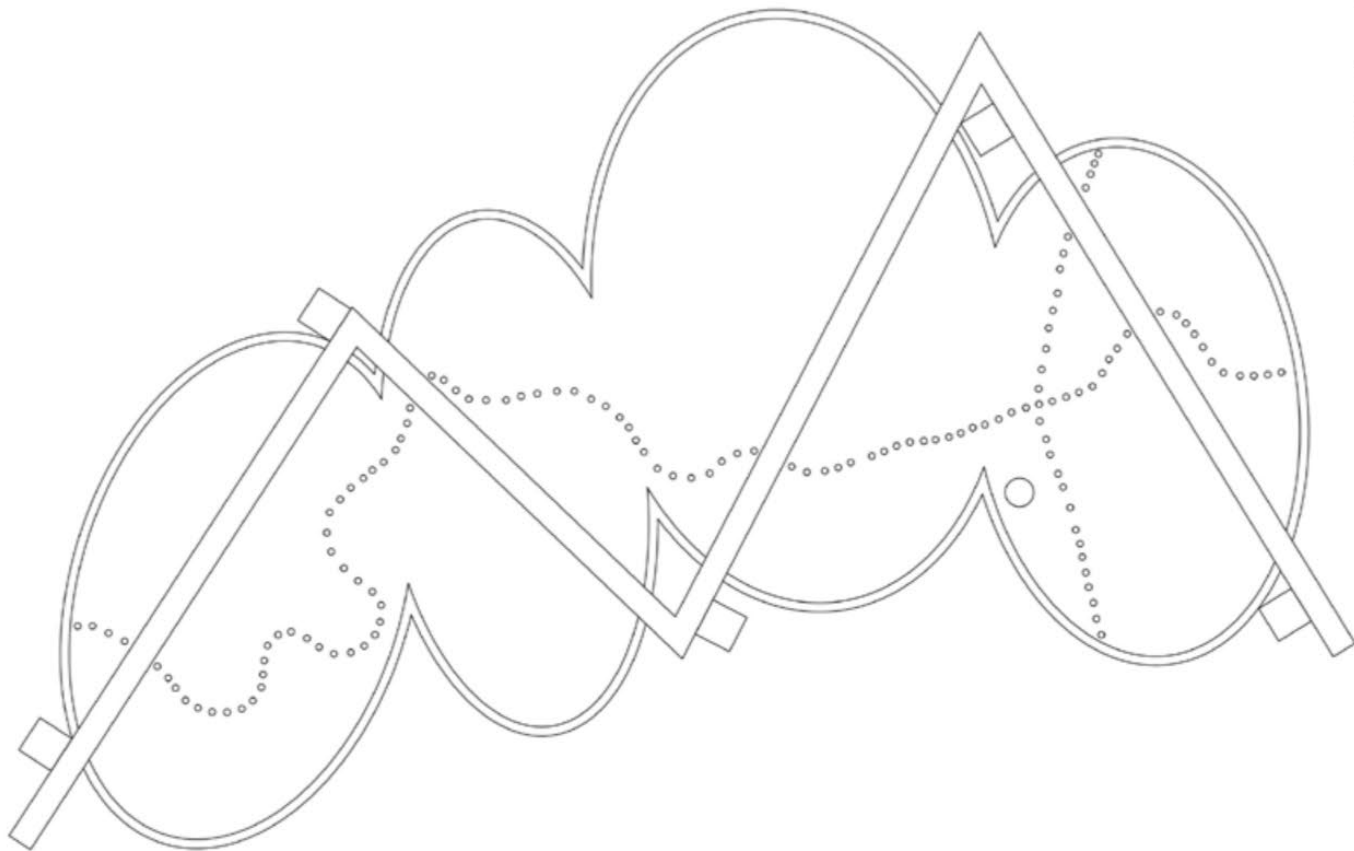
This zigzag form will act as support members for the canopy strucutre.

6.3 Interpretive Arbour

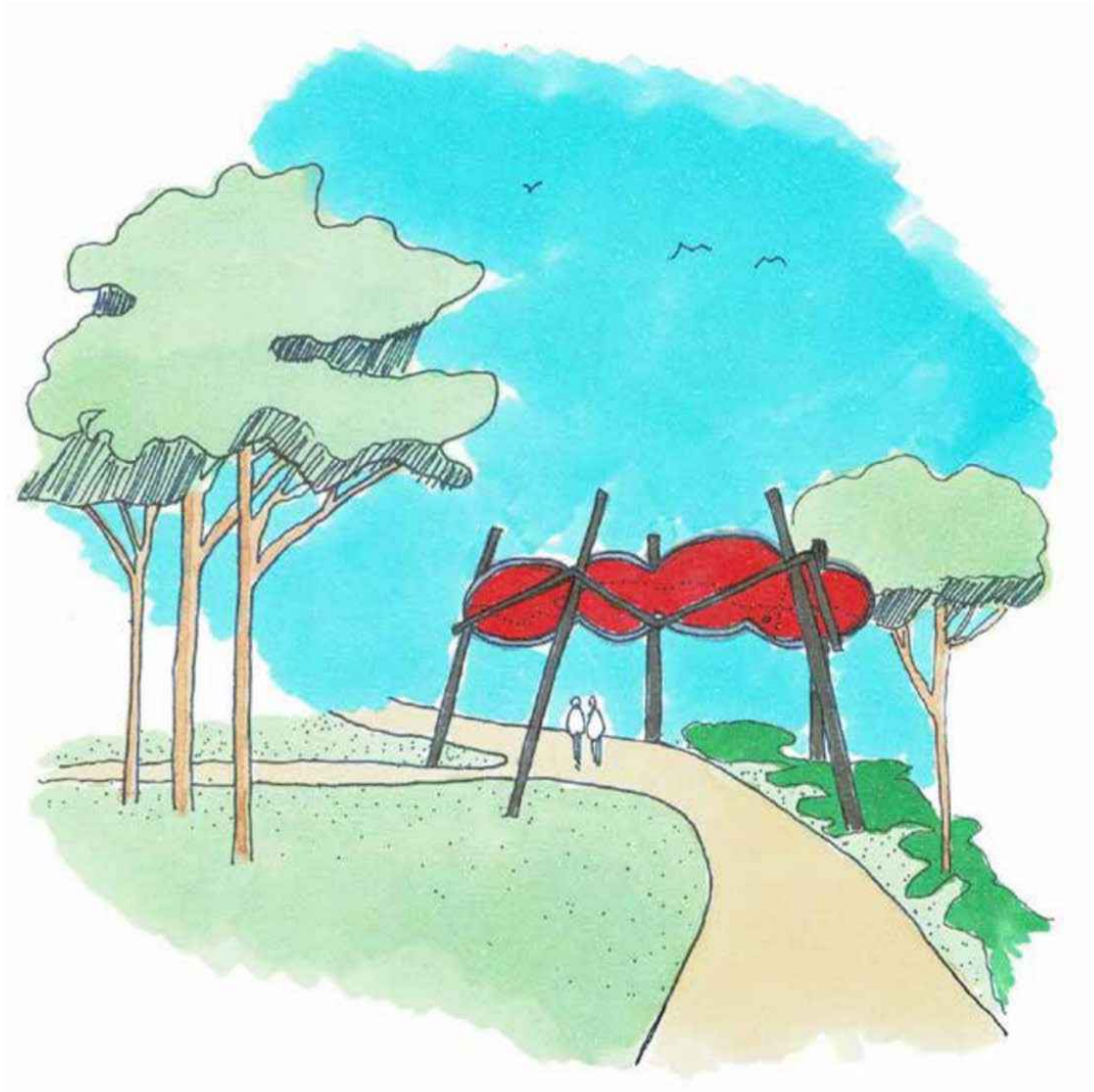
CANOPY

Collectively, the canopy structure serves as a Kurna cultural marker that represents localised aspects of Kurna culture in the local landscape.

A small number of metal posts will be required to hold the canopy structure upright, so that people can walk underneath and engage with the story overhead.



6.3 Interpretive Arbour



Section 7 – Precedents

7.1 Precedents

Nature play



Flexible Open Lawn



Central Gardens



Facilities and Amenities



Playground



Section 7 – Precedents

7.2 Precedents

Active Recreation



Biodiversity



Cultural Expression



Section 8 – Furnitures

8.1 Furniture and Lighting

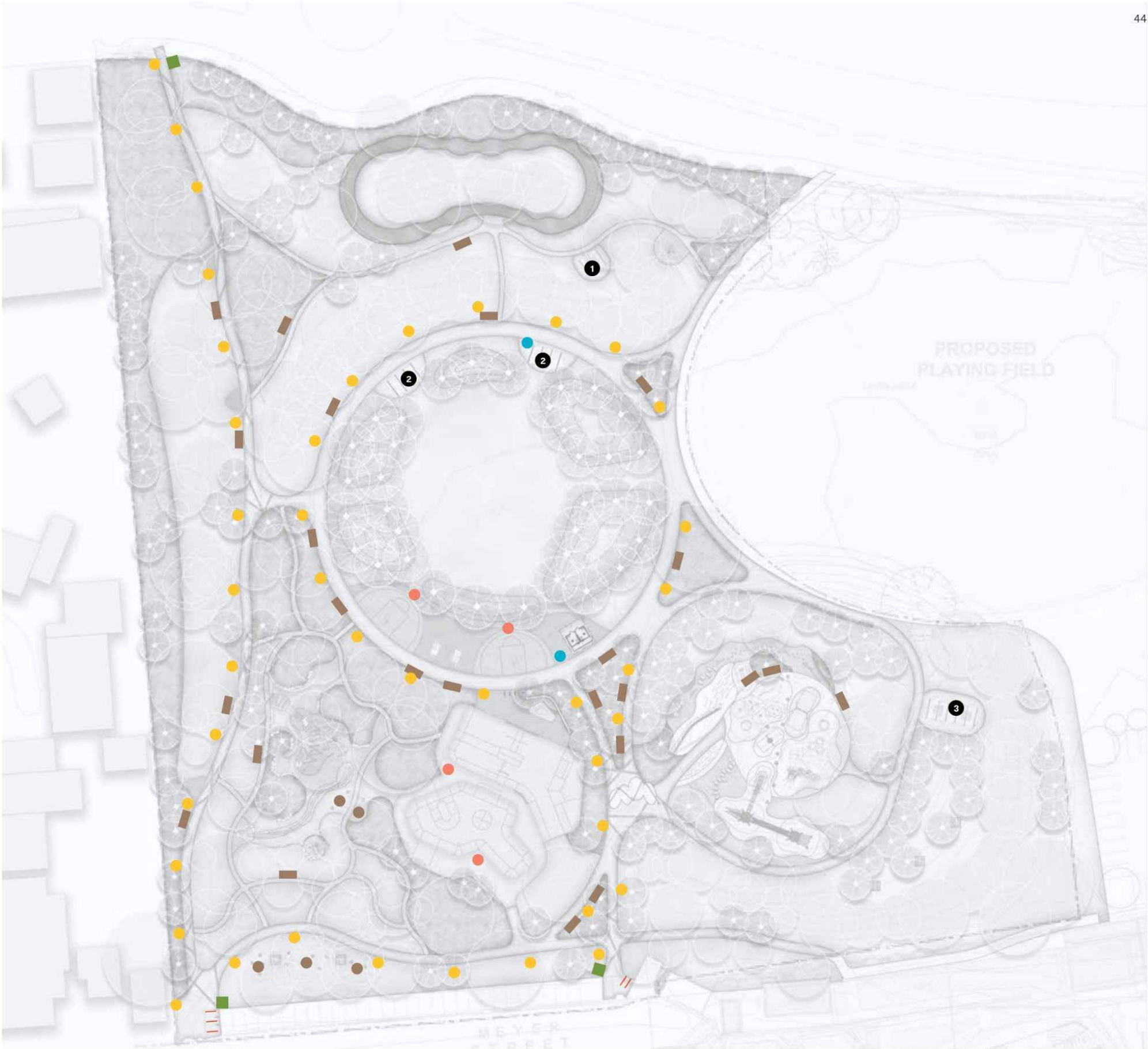
Key

1	Landmark Peninsula Series K304 Shelter 1 x SFA Linea Lit DDA Tables with 2 x Benches
2	Landmark Peninsula Series K309 Shelter 1 x SFA Linea Lit DDA Tables with 2 x Benches each 1xBBQ each
3	Landmark Peninsula Series K309 Shelter 2 x SFA Linea Lit DDA Tables with 2 x Benches 1xBBQ each

Note: Lighting and General Power Outlets to some or all shelters (TBD)

Legend

	Post Top Lighting
	Activity Lighting
	Drinking Fountain
	Informal Seating - Log Rounds - Salvaged Tree Trunks
	Bench Seat
	Bin
	Bike Racks



Section 8 – Furnitures

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8.2 Furniture Palette



Seat
Material: Aluminium woodgrain battens in spotted gum with textura nightsky frame
SFA linea VT seat (LVS10, 1800mm & 2100mm)



Picnic Set
Material: Shot blasted, stainless steel frame (304) with Aluminium battens
Model: Linea DDA table & Linea bench



Shelter
Material: Hardwood posts and frames with Colorbond XRW roofing
Model: Landmark Peninsula Series K304 Shelter



Light Pole
We-ef AFL100 series
Material - Aluminium
Finish - Powdercoated (Black)



Bike Rack
Material: stainless steel
Finish: polished
PCC Currently Used Model: SFA Semi Hoop*



Drinking Fountain
SFA Arqua Dog Bubbler
or similar as per Council's standard range



Bin
SFA Frame Bin Enclosure
or similar as per Council's standard range

Section 9 – Planting Zones & Palette

9.1 Planting Zones & Palette

Sensory Gardens

- Butterfly & Invertebrate Attracting
- Bush Tucker

Revegetation Planting

- Indigenous
- Bush Tucker
- Bird Attracting

Native Gardens

- Flowering
- Color + Texture

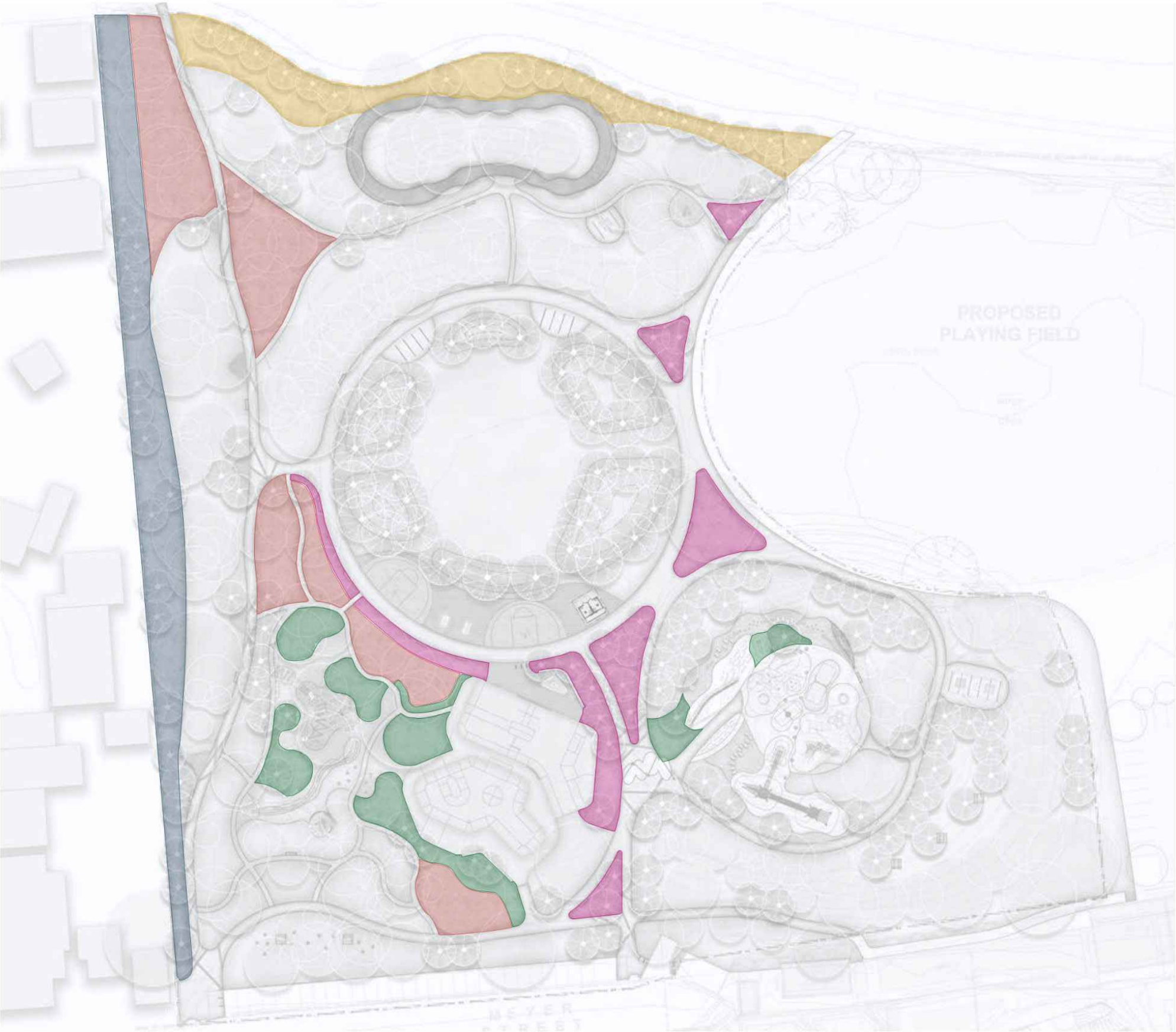
Boundary Planting

- Light Screening
- Color + Texture

Streetscape Buffer Planting

- Screening to Support Tree Planting

Planting Zones	
<div></div>	Sensory Gardens
<div></div>	Revegetation Planting
<div></div>	Native Gardens
<div></div>	Boundary Planting
<div></div>	Streetscape Buffer Planting



Section 9 – Planting Zones & Palette

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9.2 Planting Zones & Palette



Jacaranda mimosifolia
Jacaranda



Tristaniopsis laurina
Water Gum



Santalum acuminatum
Quandong



Eucalyptus microcarpa
Grey Box



Eucalyptus leucoxylon ssp. Megalocarpa
Large-fruited Blue Gum



Acacia melanoxylon
Blackwood



Eucalyptus leucoxylon ssp. Megalocarpa
Dwarf SA Blue Gum

Botanical Name	Common Name	H(M)	W(M)
Sensory Gardens			
<i>Carpobrotus rossii</i>	Pig Face	0.3	1.5
<i>Myoporum parvifolium</i>	Creeping Boobialla	0.6	1.8
<i>Cymbopogon ambiguus</i>	Scent Grass	0.5	0.5
<i>Lomandra longifolia</i> 'Tanika'	Lomandra Tanika	0.9	0.9
<i>Mentha australis</i>	Native Mint	0.8	1.3
<i>Correa decumbens</i>	Spreading Correa	0.5	2.5
<i>Kunzea pomifera</i>	Muntries	0.3	4.0
<i>Themeda triandra</i>	Kangaroo Grass	1.0	1.0
Revegetation Planting			
<i>Themeda triandra</i>	Kangaroo Grass	1.0	1.0
<i>Myoporum parvifolium</i>	Creeping Boobialla	0.6	1.8
<i>Carpobrotus rossii</i>	Pig Face	0.3	1.5
<i>Chloris truncata</i>	Windmill Grass	0.5	0.5
<i>Leptospermum lanigerum</i>	Woolly Tea-tree	7.0	4.5
<i>Olearia ramulosa</i>	Twiggy Daisy Bush	1.0	1.0
<i>Ficinia nodosa</i>	Knobby Club Rush	1.0	1.0
<i>Nitraria billardiarei</i>	Nitrebush	2.0	4.0
<i>Atriplex semibaccata</i>	Berry Saltbush	0.3	3.0
<i>Eutaxia microphylla</i>	Mallee-pea	0.3	1.5

Sensory Gardens












Revegetation Planting



Section 9 – Planting Zones & Palette

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9.3 Planting Zones & Palette

Botanical Name	Common Name	H(M)	W(M)	Native Gardens					
Native Gardens									
Liriope muscari	Lily Turf	0.3	0.5						
Chrysocephalu apiculatum	Common Everlasting	0.2	0.4						
Lomandra longifolia 'Tanika'	Lomandra Tanika	0.9	0.9						
Correa alba	White Correa	1.5	1.0						
Pycnosorus globosus	Billy Buttons	1.5	1.0						
Myoporum parvifolium	Creeping Boobialla	0.6	2.0						
Scaevola albida var. albida	Small-fruit Fan-flower	0.1	1.0						
Westringia fruticosa	Coastal Rosemary	2.0	3.5						
Viola hederacea	Native Violet	0.3	1.5						
Boundary Planting				Boundary Planting					
Olearia ramulosa	Twiggy Daisy Bush	1.5	1.0						
Eutaxia microphylla	Mallee-pea	0.3	1.5						
Leptospermum lanigerum	Woolly Tea-tree	7.0	4.0						
Acacia pycnantha	Golden Wattle	5.0	5.0						
Correa 'Dusky Bells'	Native Fuchsia	1.0	3.5						
Callitris drummondii	Cypress Pine	3.0	1.5						
Bursaria spinosa	Sweet Bursaria	3.0	2.5						
Eremophila glabra	Common Emu Bush	1.0	2.5						
Streetscape Buffer Planting				Streetscape Buffer Planting					
Correa decumbens	Spreading Correa	0.5	2.5						
Chamelaucium uncinatum 'Purple Pride'	Geraldton Wax	3.0	3.0						
Liriope muscari	Lily Turf	0.3	0.5						
Chrysocephalu apiculatum	Common Everlasting	0.2	0.4						
Callitris drummondii	Cypress Pine	3.0	1.5						
Bursaria spinosa	Sweet Bursaria	3.0	2.5						
Eremophila glabra	Common Emu Bush	1.0	2.5						
Olearia ramulosa	Twiggy Daisy Bush	1.5	1.0						



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Trees of West Torrens

Jacaranda

Botanical name	Jacaranda mimosifolia
Family	Bignoniaceae
Mature size	8m -12m high 5m - 8m spread
Trunk girth	320mm - 350mm
Flowers	✓
Fruit/Seeds	✓

Description

In Adelaide jacarandas reach an approximate height of 8m to 12m and a spread of 5m to 8m after 20 years.

The jacaranda is a relatively fast growing semi-deciduous tree, valued as an ornamental tree and widely grown in urban areas worldwide. Its main distinguishing feature is its spectacular long-lasting lavender blue/pale indigo blooms which have led to its popularity.

Its bark is thin and grey-brown in colour, smooth when the tree is young though it eventually becomes finely scaled. The branches are slender and a light reddish-brown with a slight zigzag form but they do respond well if damaged and pruned. Jacarandas have feather-like compound leaves, up to 45 cm long.

The jacaranda is an excellent specimen for urban planting. The species has proven to be very wind and frost hardy, further enhancing its strength as a street tree and as a specimen in the urban garden.

Jacaranda trees are not demanding in terms of soil conditions. They grow well in sandy soils with good drainage, and nutrient-deficient soil may actually cause them to produce better blooms. As they are not tolerant to salt, these trees are not well suited to exposed coastal locations. Although tolerate to partial shade, jacarandas flower best in a sunny location.



Examples of the jacaranda as a street tree in West Torrens can be found on Warwick Avenue, Kurralta Park - planted in 1997.



Tree facts

A mature, healthy jacaranda tree at **12 metres** tall:



34 of these trees provide enough oxygen for one person for a year.



Provides **50m²** of canopy shade, equal to the shade of **16** beach umbrellas.



Removes **203 grams** of harmful air pollution every year.

Disclaimer: This information is specific to the climate and soil types of Adelaide. Tree facts from iTree.

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16.6 Henley Beach Road Visioning Project

Brief

This report presents the draft Henley Beach Road Vision - Visioning Report to Council for approval. This report concludes the initial phase of investigations into the current state of Henley Beach Road which included consultation with the community and stakeholders to determine a Vision and Guiding Principles and which sought community support for the reimagining and revitalisation of Henley Beach Road.

RECOMMENDATION

It is recommended to Council that:

1. It receives the Henley Beach Road Visioning - Vision Report.
2. The Chief Executive Officer be authorised to make changes of a minor or formatting nature.

Introduction

At its 16 July 2024 meeting, Council received the investigations into the Henley Beach Road Visioning Project and approved the draft Vision and Guiding Principles and their progression to community engagement.

Community engagement on the Henley Beach Road Visioning Project was open for contributions between Monday 26 August and Monday 7 October 2024. 252 people submitted feedback in writing or online, and approximately 150 people engaged with face-to-face community drop-in sessions.

Feedback received showed:

- Overall high levels of support for the Henley Beach Road Vision and Guiding Principles.
- Strong support for streetscape upgrades and revitalisation of the shopping and dining heart. Suggestions included activation through an improved retail and hospitality mix, outdoor dining, greening, and pedestrian-friendly upgrades.
- Significant interest in traffic and car parking, and the options available to resolve existing issues. Suggestions included clearways and parking restrictions, road realignments, designated bus zones, reduced speed limits, and new pedestrian crossings.
- Strong support for more green space and trees, and improved maintenance of existing landscaping and streetscapes.
- Support for a public transport priority corridor, a 'foods of the world' precinct, and side-street piazza.
- Support for a greater focus on walking and cycling, including improved pedestrian crossings, bike lanes, and safety measures, and improved accessibility for alternative mobility devices.
- Mixed views on public art entrance statements and urban living. Feedback on urban living, which relates to encouraging uplift of mixed use (commercial, retail, residential) development to be targeted to sites where amenity and character could be enhanced.

Attachment 1 presents the Henley Beach Road Visioning Project Community Engagement Report for Council's information.

Discussion

Following analysis of the consultation, Jensen Plus refined the draft Henley Beach Road Vision - Visioning Report (**Attachment 2**) to reflect the feedback provided by community and stakeholders. As a result of the consultation, it was identified that 78% of survey respondents fully supported the Vision (see figure 1), being:

"A cosmopolitan boulevard which celebrates a unique blend of cultures, identity, and stories. Henley Beach Road is a thriving meeting place for families and friends."

60% of respondents expressed their full support to the guiding principles:

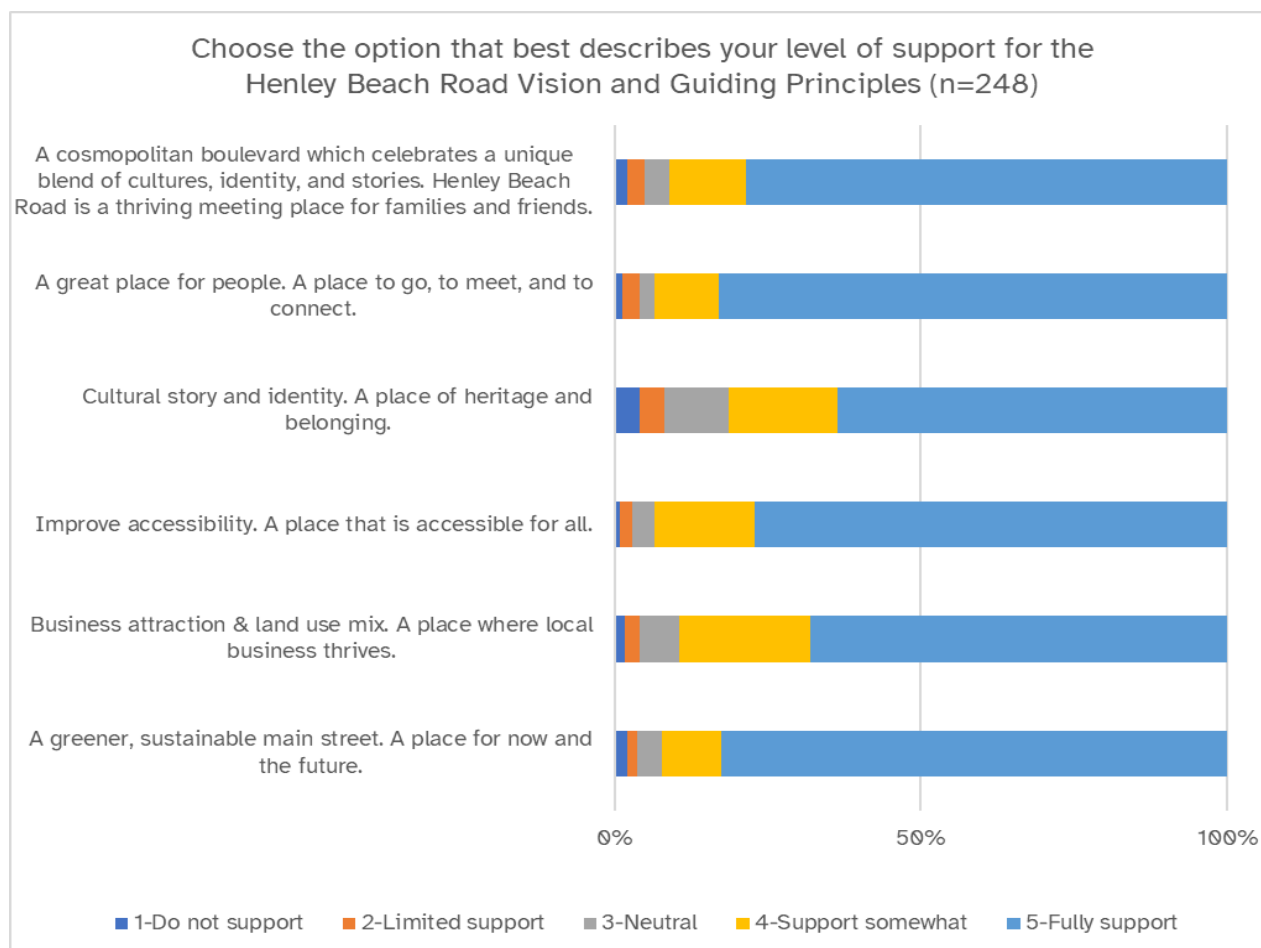


Figure 1: Level of Support for Henley Beach Road Vision and Guiding Principles

As a result of the responses from consultation, no changes are proposed to either the Vision or the Guiding Principles. Most frequent themes of comments related to the Vision and Guiding Principles that came through are summarised in Figure 2.

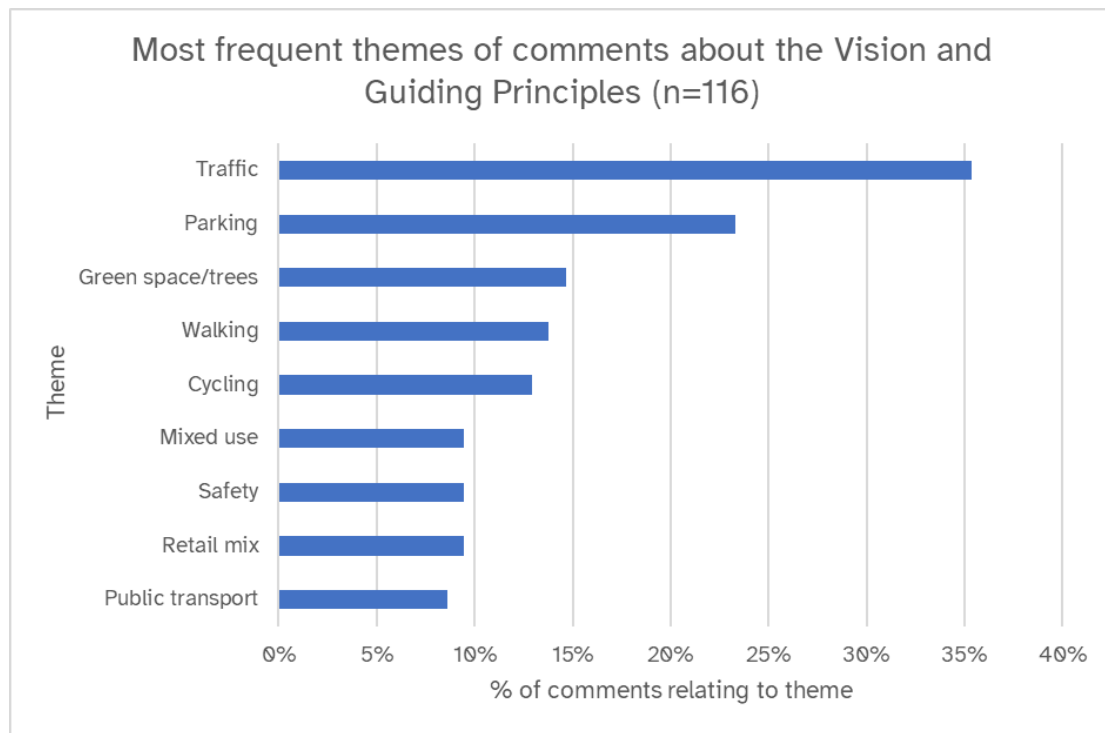


Figure 2: Most frequent themes of comments about the Vision and Guiding Principles

During consultation, nine big ideas were introduced, these are listed in order of prioritisation by the community in Figure 3.

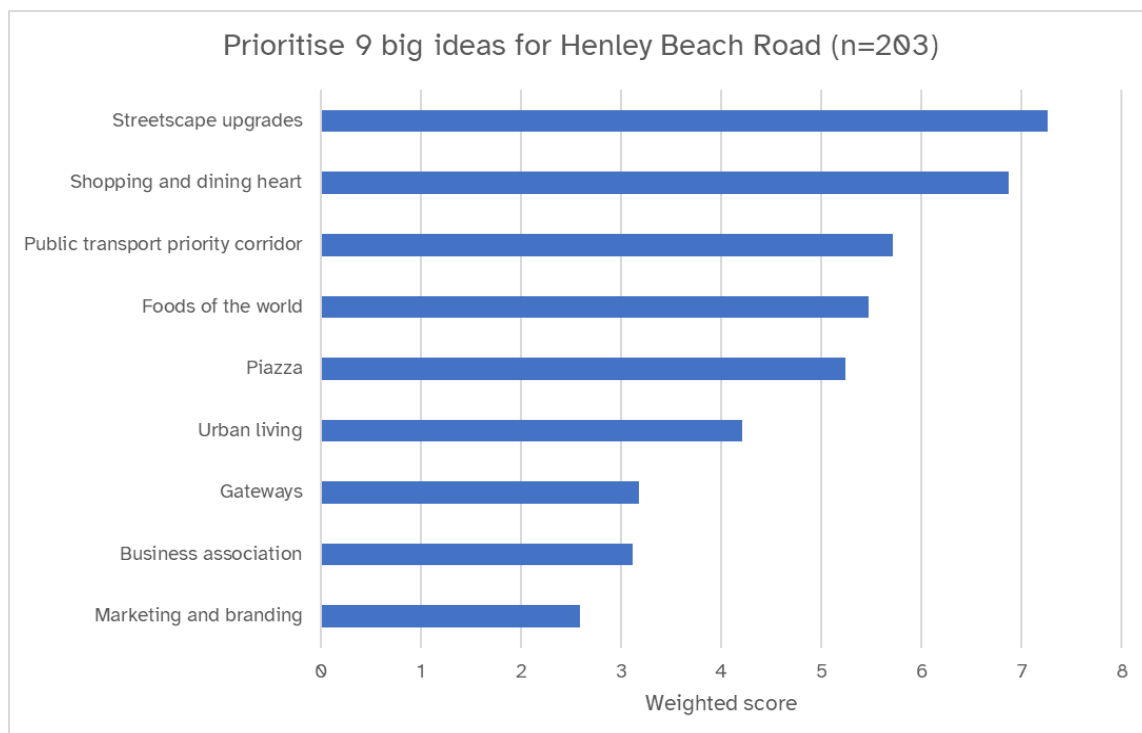


Figure 3: Priority of nine big ideas for Henley Beach Road

Ideas specific to the five precincts (Airport Road to Marion Road, Marion Road to Rawlings Avenue, Hayward Avenue to Shipster Street, Ebor Avenue to South Road and South Road to James Congdon Drive) were also identified along Henley Beach Road.

These ideas assisted conversation and encouraged respondents to consider how Henley Beach Road may look into the future. The ideas presented during engagement have been refined in response to the feedback provided.

Refinements to the ideas have been included and are reflected in the Henley Beach Road Visioning Report:

- A shift from entrance statements to green gateways with a preference for a continuous green corridor along Henley Beach Road.
- Urban development and uplift, in carefully considered locations with an emphasis on improving the amenity and character of Henley Beach Road.
- More off street parking for better access to service the shopping and dining heart identified between Hayward Avenue and Shipster Street.
- Pedestrian priority area with slow traffic speeds and treatments to support a safer pedestrian environment.

Finalisation of this phase of the project requires closing the loop with community and stakeholders which will include communicating:

- the outcome of the engagement, demonstrating how community feedback has shaped the Vision, and Guiding Principles, and
- what council has heard in relation to idea generation for the future of Henley Beach Road.

Closing the loop will occur through Talking Points, Henley Beach Road Project on Council's major projects page ([Henley Beach Road Visioning Project City of West Torrens](#)), direct email where possible and a business event to be held in February 2025.

An internal staff working group will be convened to progress the next steps in the delivery of the revitalisation of Henley Beach Road. This will assist in the identification, in the short term, of work planned that can leverage and pilot opportunities for Henley Beach Road, and any investigations necessary to inform the medium and longer-term next steps. This will also facilitate prioritisation and costings for budget considerations of Council. Council will continue to engage with stakeholders and the community at key milestones in the revitalisation of Henley Beach Road.

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.)

An identified guiding principle is *a greener, sustainable main street*. The proposed project has the potential to respond to a changing climate at a local level.

Conclusion

The Vision and Guiding Principles is intended to shape the future of Henley Beach Road, guiding future projects that reflect stakeholder preferences. This approach will support development that aligns with community aspirations, fostering ownership and pride. By integrating the Vision and Guiding Principles, Henley Beach Road can evolve into a vibrant, and appealing area that meets the needs of current and future generations.

Attachments

1. **Henley Beach Road Visioning Project Community Engagement Report November 2024**
2. **Draft Henley Beach Road Visioning - Vision Report**



Your Say | West Torrens

**Henley Beach Road Visioning Project
Report on Community Engagement
11 November 2024**

Contents

Executive Summary	1
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2. Purpose and scope of influence	2
3. Engagement process.....	2
4. Participation	3
5. Online form feedback.....	4
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7. Drop-in session feedback	7
8. Youth Advisory Committee feedback	9

Executive Summary

Community consultation on the Henley Beach Road Visioning Project was open for contributions between Monday 26 August and Monday 7 October 2024.

Around 250 people submitted feedback in writing or online, and around 150 people engaged with face to face community drop in sessions.

Feedback received showed:

- Overall high levels of support for the Henley Beach Road Vision and Guiding Principles.
- Strong support for streetscape upgrades and revitalization of the shopping and dining heart. Suggestions for activation through retail and hospitality mix, outdoor dining, greening, and pedestrian-friendly upgrades.
- Significant concerns and interest in traffic and car parking, and the options available to resolve existing issues and achieve the vision. Suggestions included clearways and parking restrictions, road realignments, designated bus zones, reduced speed limits, and new pedestrian crossings.
- Strong support for more green space and trees, and improved maintenance of existing landscaping and streetscapes.
- Support for a public transport priority corridor, foods of the world precinct, and side-street piazza.
- Support for greater focus on walking and cycling, including improved pedestrian crossings, bike lanes, and safety measures, and improved accessibility for mobility devices.
- Mixed views on public art entrance statements and urban living.

1. Background

Henley Beach Road is an important visitor destination for West Torrens. In late 2023 Council commenced a Visioning Project for Henley Beach Road to help improve its image and appeal for the benefit of businesses, local residents, visitors and commuters.

The project contributes to Council's Economic Development Plan (2020-2025), namely Strategy 2: A vibrant city, which states that the investigation of 'main street' opportunities in the city is a key initiative which can contribute to growth, vibrancy and a culture where everyone participates in city life.

Initial research, investigations, and targeted stakeholder consultation was completed in mid-2024. Between 26 August and 7 October 2024, broader community feedback and input to the project was sought.

The process and outcomes of community consultation are summarised in this report.

2. Purpose and scope of influence

Community engagement conducted for this project aimed to:

1. Communicate the proposed Henley Beach Road vision, guiding principles, and precincts developed in earlier stages of the project, including describing what they are, and how and why they were developed.
2. Invite feedback on the vision, guiding principles, and precincts in the context of their role as strategic planning tools.
3. Invite community ideas for future projects and initiatives that could contribute to realising the vision, principles and precincts on the ground.

Through endorsement of the community engagement plan prepared for this project, Council committed to:

1. Considering modification of the vision, guiding principles, and precincts based on community feedback, and
2. Using ideas collected as a reference and data source in planning future projects and initiatives toward the vision, guiding principles and precincts.

3. Engagement process

The consultation process included engagement activities to inform the community and gather feedback, supported by a promotional process to create awareness of the engagement and encourage participation.

The project was open for contributions between Monday 26 August and Monday 7 October 2024.

Activities to promote the engagement and gather feedback were as follows:

Activity	Summary	Dates (2024)
Engagement activity		
Your Say page	Online information and feedback collection tools live on Your Say West Torrens .	26 August - 7 October
Drop-in sessions	Information display, feedback collection, opportunities for conversation with project staff. Thursday evening session at Torrensville Plaza and Saturday morning session at Shipster Street intersection.	Thursday 5 September Saturday 7 September
Youth Advisory Committee (YAC)	Information provided for discussion and feedback via YAC agenda.	24 September
Promotional activity		
Email/letters	Your Say database (3,360 email addresses). Henley Beach Road businesses and commercial property owners (229 email addresses, 189 letters).	27 August
Pavement stickers	Installed on Henley Beach Road footpaths in main foot traffic areas.	From 27 August
Static displays	Civic Centre and Hamra Centre Library	From 26 August
Postcards and posters	Distributed to Henley Beach Road traders for display at premises.	From 26 August
Correspondence with agencies	Letters to Department for Infrastructure and Transport and adjacent Councils.	28 August
Business Breakfast	Postcards and display material.	17 September
Talking Points	Article in magazine delivered to all West Torrens households.	August

4. Participation

Participation across all engagement activities is as follows:

Activity	Participation
Your Say West Torrens project page	1,369 visitors
Your Say West Torrens online feedback form	243 contributors
Emailed or posted submissions	9 contributions representing State and local government, local business and community organisations, and residents.
Community drop-in sessions attendance	Approximately 150 participants over 2 x 3-hour sessions.

5. Online form feedback

The following significant themes emerged from nearly 250 online feedback forms:

1. Overall high levels of support for the Henley Beach Road Vision and Guiding Principles.
2. Highest priority ideas are streetscape upgrades and revitalization of the shopping and dining heart.
3. Next highest priority ideas are a public transport priority corridor, foods of the world precinct, and side-street piazza.
4. Traffic and car parking were the most frequently mentioned topic with nearly 60% of participant comments mentioning traffic and/or parking.
5. Green space and trees, walking, and cycling were the next most frequent subject of comments.

The following charts summarise data collected via the online feedback form.

Figure 5.1 - Level of support for Henley Beach Road Vision and Guiding Principles

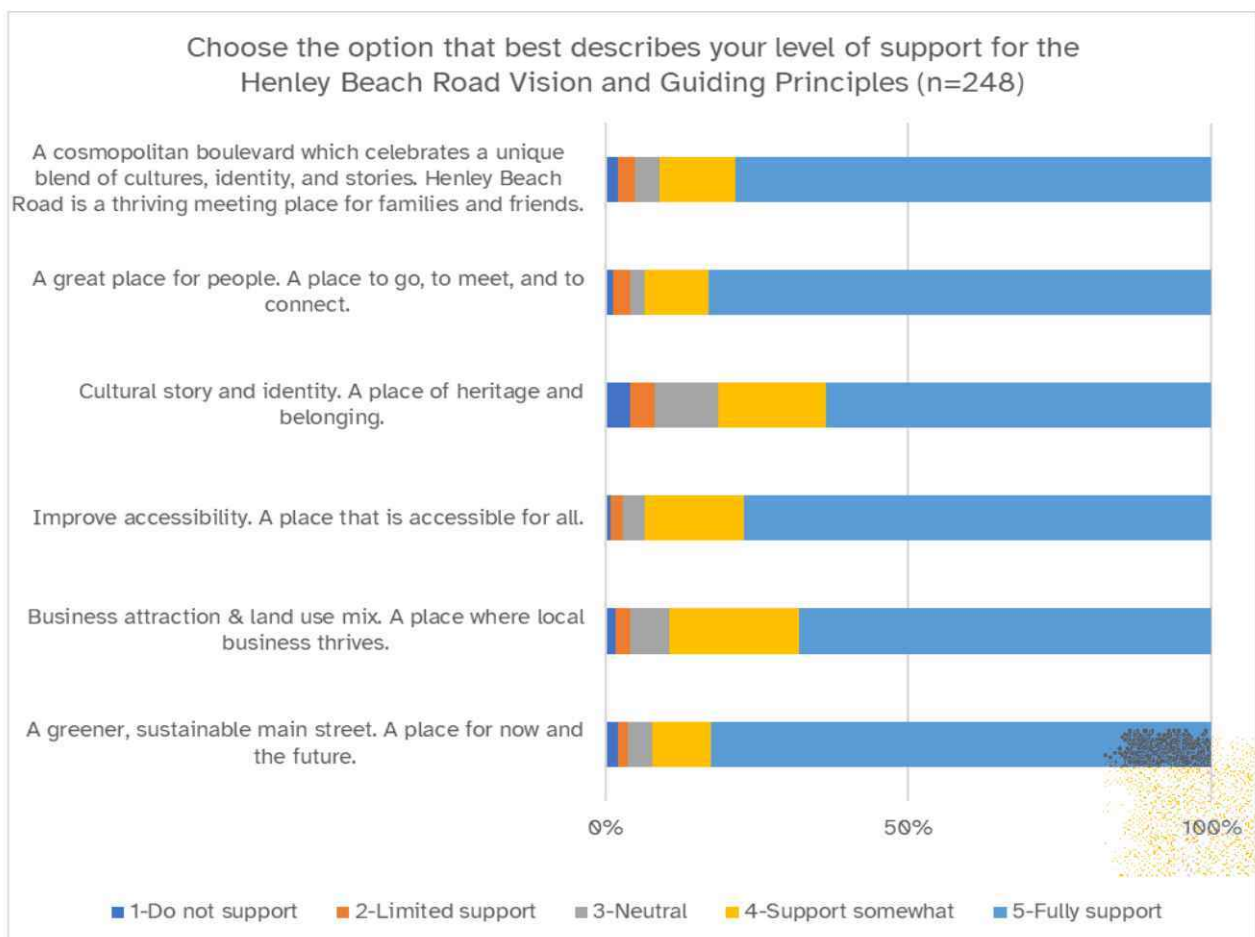
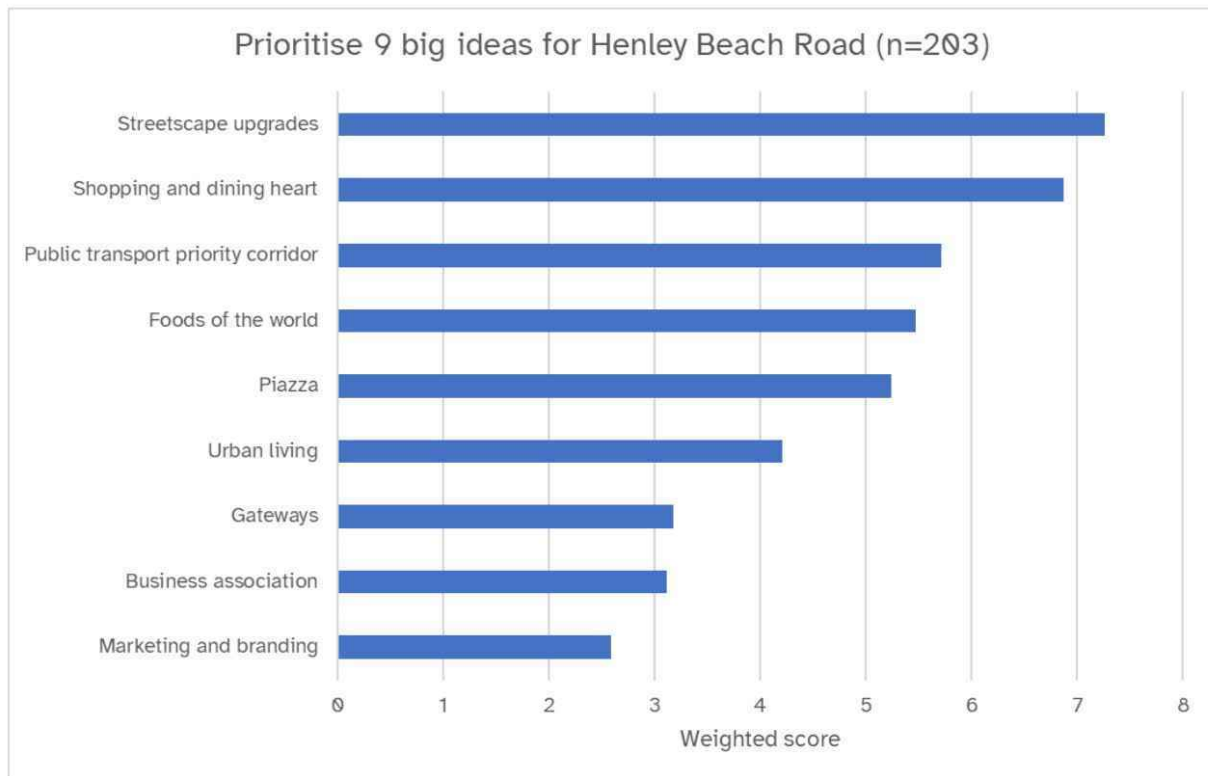
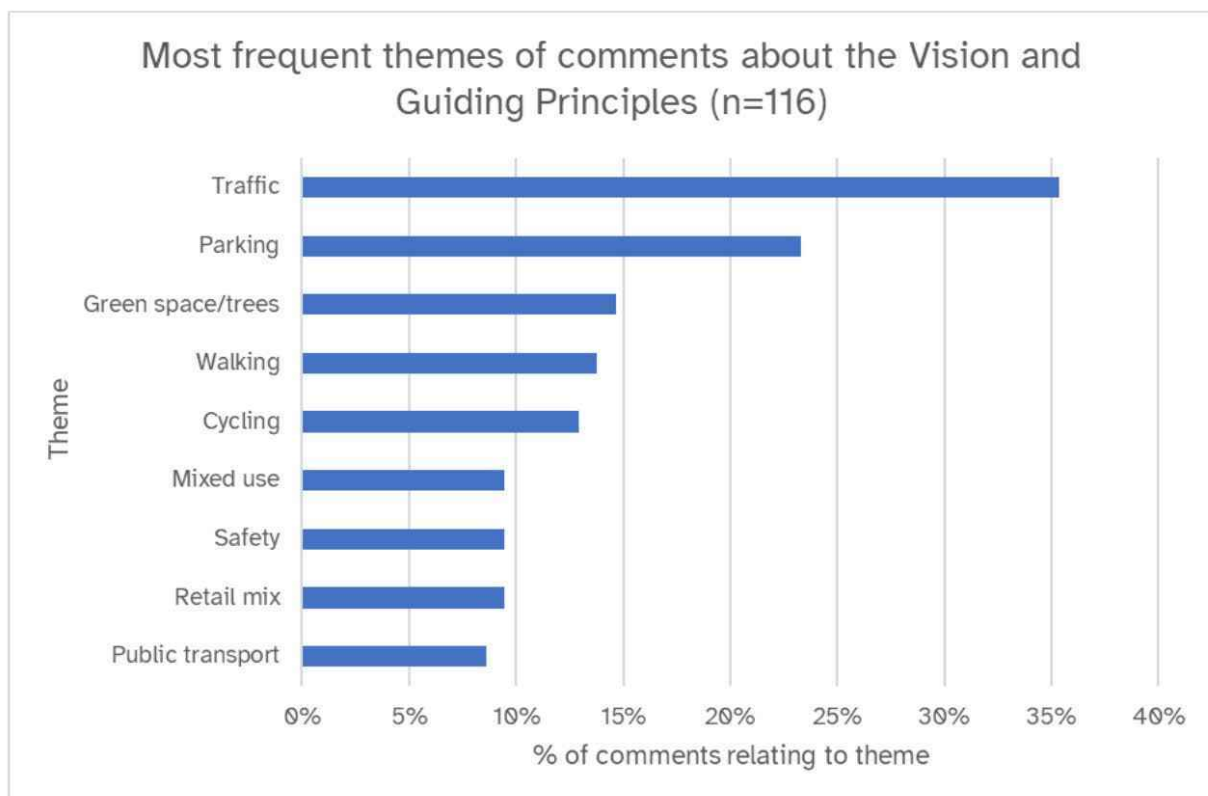
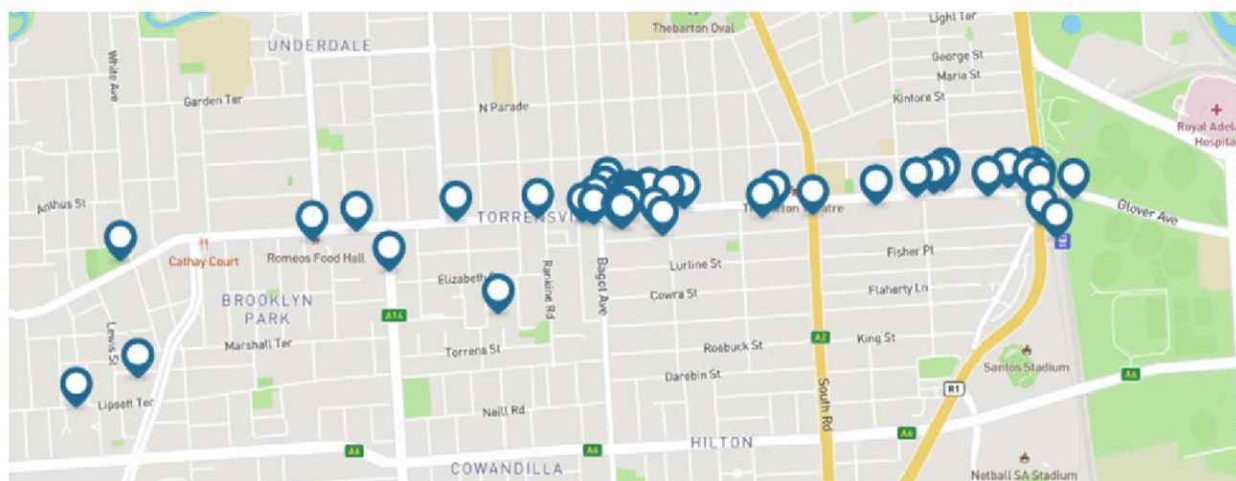


Figure 5.2 - Priority of 9 big ideas for Henley Beach Road**Figure 5.3 - Most frequent themes of comments**

A complete record of comments contributed via the online feedback form is included in Appendix A.

Participants had the opportunity to provide comments relating to a specific location in the study area by placing a pin on the Ideas Map. The Ideas Map yielded 94 contributions from 41 participants spanning the locations shown on Figure 5.4 below.

Figure 5.4 - Ideas Map



Site-specific suggestions contributed to the ideas map related to:

- Parking and traffic management including clearways and parking restrictions, road realignments, designated bus zones, reduced speed limits, and pedestrian crossings.
- Activation through retail and hospitality mix, outdoor dining, greening, and pedestrian-friendly upgrades.
- Improved pedestrian crossings, bike lanes, and safety measures, especially around schools and busy intersections.
- More/improved landscaping, including establishment of parks and gardens.
- Improved maintenance of public spaces including waste management and upkeep of parks and garden beds.

The full list of locations and suggestions contributed is included in Appendix B.

6. Written feedback

Written submissions were received from the City of Charles Sturt, the Office for Design and Architecture SA, the Department for Infrastructure and Transport, Churches of Christ in SA, and 6 local community members/businesses.

Written submissions expressed:

- Support for the Vision and Guiding Principles overall, with encouragement to flesh out and expand ideas of sustainability, culture and heritage, and commercial activation.

- Support for improvement/maintenance of accessibility for cyclists, pedestrian and mobility devices.
- Effective management of traffic and car parking.
- Support for good quality landscaping and greening.
- Mixed views on the need for public art/gateway statements.
- Identification of likely disruptions to traffic and parking during future construction projects, and the opportunity for compensation of business tenants (not only property owners).

The owner of the Henley Beach Road road reserve, the Department for Infrastructure and Transport (DIT) expressed support for the vision and key elements such as greening, streetscape upgrades, and improvements for pedestrians and cyclists. DIT shared the following priorities for Henley Beach Road:

- Public transport upgrades (highest priority).
- Continuation of 2 vehicle lanes in each direction to meet operational requirements.
- Management of traffic speed with reference to the location and context.
- Safe pedestrian access.
- Future consideration of parking restrictions and cycling space.

Written submissions are included in Appendix C.

7. Drop-in session feedback

Displays at the drop-in session asked for community feedback on nine big ideas for achieving a thriving, cosmopolitan Henley Beach Road, as well as general ideas and feedback. The following themes emerged from analysis of feedback:

Theme	Indicative comments
Traffic and car parking is the most important issue, with mixed and contrasting views on how to manage this.	<p>Reduce speed limit on Henley Beach Road (several).</p> <p>Don't reduce speed limits/apply variable speed limits.</p> <p>Need accessible parking behind shops – possibly one central car park (several).</p> <p>Remove unsafe parking on Henley Beach Road, possibly reduce traffic to one lane (several)</p> <p>More on-street parking.</p> <p>Torrensville Plaza car park overflows to side streets.</p> <p>Hard to exit residential driveways due to traffic.</p> <p>What will be the impact of Crows parking?</p> <p>Support for East Street ped crossing and signals.</p> <p>Improve bike lanes and routes.</p>
Support for streetscape upgrades	<p>Widen footpaths, encourage outdoor dining (with sound barriers?) (several).</p> <p>Make streetscape more appealing – like other Adelaide main streets.</p> <p>More trees, greening, canopy (several).</p> <p>Art.</p> <p>Seats to rest, level footpaths, wheelchair accessibility.</p> <p>Improve lighting.</p> <p>Address litter, street cleanliness and vandalism.</p> <p>Modernise... but keep it 'gritty'.</p> <p>Improve the pedestrian experience.</p>
Support for 'piazza' meeting place	<p>Piazza (or smaller piazzas) good.</p> <p>There should be places where kids can play.</p> <p>Keep access to rear car parks + side streets?</p> <p>With toilets?</p>
Public Transport Priority Corridor	<p>More public transport supported, but the mode of transport not clear.</p> <p>More crossing points near bus stops e.g. Marion Road and Airport Road.</p>
Support for 'Foods of the world'	<p>Overall support and enthusiasm.</p>

Theme	Indicative comments
Shopping + Dining Heart is a good place to start improvements	<p>Curate the mix of shops and dining.</p> <p>High-end shops?</p> <p>Wine bars...24 hr economy?</p> <p>Need co-working spaces.</p> <p>Make business rentals cheaper.</p> <p>New theatre venue at Thebarton Theatre complex.</p> <p>Cinema?</p>
Mixed views on Urban Living	<p>Possible but needs a balance between density and local character.</p> <p>Concerns about impact on traffic and parking.</p> <p>Concerns about commercial viability, amenity from road noise, aircraft noise.</p> <p>Set back buildings for urban living.</p> <p>Keep heritage buildings.</p>
Overall support for the project.	<p>Thanks for listening!</p> <p>This is great!</p> <p>The west's "high street"</p> <p>Go all out!</p>

8. Youth Advisory Committee feedback

Asked for comments and feedback for the future of Henley Beach Road, feedback from the City of West Torrens Youth Advisory Committee feedback centered on social connection, safety, and safety at night, improving access and amenity, opportunities for open space and recreation and looking to improve nighttime offerings and entertainment.

All comments provided by the Youth Advisory Committee are included in Appendix D.

Appendix A: Comments recorded on online feedback form

- "Single lane car. Shared pathway for public transport and bikes and wider pedestrian. Making it pleasant to walk along."
- Make it wider with more diverse businesses
- Is it too wild to suggest a tram or similar heading straight up the middle of HBR? It would be amazing to see fewer cars, and more public transport.
- Would love to see something positive happen to the large empty block on the southern side of Henley Beach Road, I have lived in Torrensville for just over 20 years, it has been vacant all that time, with a real estate sign promising "60% sold".
- Please restrict commercial noise until after 7am.
- Keep the Western Clinic and other Medical buildings, people can go to these then for a coffee or shop at the same day. Keep a variety of shopping not all food shops. Some community centre type places where seniors or ethnic groups can meet, hire for meetings and meals, make more social places for communities to meet. Transport along the road to get from one end to another if there is to be so much in the precinct, not everyone can walk the full length.
- The street parking is a problem in the left lanes , however I'm not sure how you fix that and keep people wanting to go there with the bad off street parking currently available
- tram line would be sick, protected bikelanes would be sick, wider footpaths would be sick! Cool to see council trying a vision like this anyway.
- Ensure disabled access to all buildings. Ensure safe cycling paths.
- a pocket park somewhere along the road for people to go if they have kids or want to spend time outside.
- "Would like more and better access for pedestrians and cyclists. Bring the road back to a human/local scale. Far too much parking along the road and side streets, and traffic which destroys any potential community or cultural impact.
- Public transport infrastructure I also feel is important to bring people to the space for shopping, events and residential.
- More greenery to the space would be greatly welcome. Often gets very hot and feels like a concrete jungle, and not designed for pedestrians and shoppers"
- Please increase the tree canopy and greenery, utilising native plants to help our urban biodiversity.
- Would love to see Henley Beach Road receive some TLC that will invite people in and make locals want to access the resources that already exist.
- "Eliminate brothels masquerading as massage businesses
- Upgrade of Torrensville Plaza a priority
- Some retail fashion stores would be welcomed
- Appropriate trees and landscaping for the area so as not to create ongoing footpath problems
- Traffic control at Clifford st /Henley Beach Rd
- intersection - no right turn or no u- turn

- Bollards mandatory for all outdoor dining
- Create a Prospect Rd like feel"
- Single lane traffic
- "We need easy and safe access for walking to and from the shopping and food areas of HBR. Maybe designated safe lane for bikes with no parked cars on road... inserted curb car parkings similar to sir Donald Bradman..."
- Upgraded street parking..
- Leveling of footpaths and walking areas... are in need of looking at.
- General plants shrubs and so forth to lighten and brighten up the busy road."
- I do not agree with Urban living, it will take away from the character and amenity of the area as well as increase the population, as increase vehicle traffic. Most households or apartments will have in excess of 1 car. It's ok to say but we'll improve the public transport corridor, at the end of the day people still like the convenience of their car and will utilise a vehicle to get from point A to B. Don't create more congestion on Henley Beach Road or make into a ghetto a Keep our suburbs free from urban living, retain their character, and make them vibrant and alive for the people currently living there. Studies around the world have shown that urban living change neighborhoods in a negative way. Keep Henley Beach Road multistory apartment free!!
- Maximize opportunities for increasing vegetation and diversity thereof, particularly in light of increasing body of research re impact on human biomes, and mitigating climate change.
- Lowering the speed limit to 40km/h along the main pedestrian and business precinct is well overdue. It feels as though cars are the main priority on that part of the road, resulting in a less busy pedestrian area and far less usage of bike lanes. Overall, lowering this area's car dependency is much needed. A suggestion that I have would be to build more public transit routes down this road and the possibility of having a tramline run down the centre of the road to go all the way to Henley Beach.
- "Supportive of medium density housing (Unley Road, Norwood Parade) along Henley Beach Road.
- Where possible, see tree planting/ greener streetscape upgrades.
- Emphasis on dining and entertainment provides strong opportunity to capture future residence of the west end brewery redevelopment."
- "footpaths & dips at road crossings need to be friendly slopes & materials for wheelchair & assistant walking frames. (some pavers are not great for pushing wheelchairs along & over).
- not sure about lights at east st, if pedestrian crossing also has to move. maybe a wider band of road for pedestrian crossing"
- A worthy project and well over-due!
- Leave it alone, it doesnt need to get worse, which is what I see your visioning project doing, it is busy enough, we're not London, Paris, New York, or Sydney or Melbourne either, this is Adelaide and everyone seems hell bent on destroying it, we are unique and not overpopulated YET, but I do fear and know that is coming, YUK.

- "A piazza would be great if a Petrol Station was for sale. 50k from Marion rd to Bakewell bridge Possible better parking for food retail areas even behind the shopping precinct"
- "This project is an opportunity for the city and people of West Torrens to define, develop, promote and showcase all that is great about our Western suburbs. This area has so much potential and there is much to be learned from the various other near-city high streets, particularly around Adelaide, which have undergone a similar transformation. Having a vision and then a plan is an exciting first step.
 - Torrensville Plaza is the ""heart"" of the area but it is ugly, dirty, bereft of character and greenery and the carpark is absolutely horrible. The whole area is quite dirty and unkept actually."
- Don't waste money on making it look pretty just focus on practical improvements like removing hazards and making it safer for motorists and pedestrians.
- Wider footpaths and greening are great with more attractive outdoor dining options. No standing option as well for a longer timeframe
- "Preserve and promote the heritage of this area with incentives to upgrade properties which have been in the area for 100+ years on Henley Beach Road.
 - Think this is well overdue.
 - Potential to improve connecting city and sea with a hotbed of food and cultural wealth as well as younger generations of families contributing to the future history of the area.
 - More activities for the "middle age" group of residents. Much focus on older persons and young residents."
- Yes, please focus on the pedestrian section from South road to the Breakwell Underpass. It is significantly under maintained, hot in summer and the foot path from the underpass to West Terrace is dangerously under lit at night.
- Make it safer and easier NOT to drive in a car. Take a good look at the amazing streetscapes of Europe and embrace walking and cycling. Plan for this to endure for decades.
- "Encourage more land use - reduce rent for new business/work opportunities - encourage local artists to take up studios. On foot markets - eg makers market/farmers market etc - draw locals to access henley beach on foot more.
 - More definition between road - Safer bike lane and enclosure of footpath + cafe seating.
 - Reduce rubbish in the area"
- "There is nothing here about bicycles. This should be considered.
 - In addition, children have not been specifically considered. West Torrens is good at high quality play grounds in the parks / reserves etc. but perhaps there might be scope for a ""micro playground"" in the proposed piazza or some fun childfriendly elements built into sign posting or paving or something. (?? maybe something akin to a treasure hunt??) Encouraging children to walk places is so good for long term health.
 - Thankyou for inviting me to participate. I am a longterm fan of the work of the Council and feel lucky to live in West Torrens. Good luck with the planning."

- great
- "More street trees for shade and increased amenity.
 - Better treatments to side street crossings.
 - Work with businesses who have large surface car parking to provide more greening and shade. Organise these car parks and connect the businesses better. These carparks are not very pedestrian orientated, and vehicle and pedestrian circulation is poor.
 - Wider footpaths.
 - Reduced speed or techniques to slow cars. Although 50km cars still tend to speed through here.
 - More pram crossings and crossing points along Henley beach road with refuges. In particular between bus stop 6 and Marion road.
 - Gateway entry street trees to side streets.
 - Create a much more pleasant night time environment. Better lighting to support pedestrian amenity and make it a more comfortable and inviting place to want to go and enjoy the local business offerings at night.
 - Be careful to maintain the variety of local shopping offerings and day night economy.
 - Rear loading for future developments.
 - Remove parking onstreet in main central area. This is very unsafe and we feel unsafe walking and driving through the centrepiece of the precinct.
 - Possible opportunity to investigate one way streets and angled parking in some side streets to reduce traffic and pedestrian conflicts.
 - Work with businesses to improve shopfronts presentation- incentives.
 - Green the medians."
- "I think a tram line down Henley beach road would be amazing. We want to turn it into a vibrant hub of the western suburbs similarly to the parade in Norwood."
- The area around HBR is very permeable for locals on foot, bike, prams, and cars, which is fantastic. let's keep this.
- Close Bagot Avenue access to Henley Beach road. Prevent fast traffic in side streets.
- I think it would be great to see an increase in the tree canopy in those regions of Henley beach road that contain an 'island'. I think it would also be great if the paved regions of these 'islands' could be replaced with appropriate plants, in an attempt to increase green outlook, while enabling the existing established trees to reach better health.
- As above all the way along. See Prospect Road upgrades for inspiration
- "As someone who has worked on numerous Streetscape Upgrade projects (Military rd, King William rd, Goodwood rd) it's clear the optimum benefits come from increasing greenery (tree canopy coverage) and ability for traffic to flow.
- Considerations like increased urban living are detrimental as they increase traffic congestion in these corridors."

- I think there is a real possibility to turn this strip of HB Road into something resembling the vibrant food and shopping strips on The Parade, King William, Unley, Prospect Rd etc. I think it would help if the Council could encourage a form of business to move in that would be a further "drawcard" to people attending the area (e.g. movie cinema, Kmart/Target). There is also no part of the strip that has a really strong retail presence, which I suspect contributes to many retail businesses along the strip over the years not lasting very long. Encouraging and supporting more retail would help attract more people to the area and hopefully assist in retail business' sustainability.
- People and walkability need to be prioritised over cars throughout the precinct to make it a pleasant place to visit
- I hope the new development makes walking around the precinct an easier and enjoyable experience - clean footpaths, lots of plants and trees, less parking on Henley Beach Rd (road is not wide enough for 2 lanes and parking in each direction). It's important that buses and cars flow through efficiently. A few more dedicated pedestrian crossings would also be beneficial.
- It needs a lot of gardens, much better parking, monuments to local heroes from the past like David Hookes and Jack McGowan. It needs more open space (with gardens) and needs something like a cinema to attract people
- More cyclist friendly
- Please push/consider tram to airport.
 - Eliminate cars parked so close to main road.
 - Sculpture or gardens for dead zone on corner of airport road/Henley Beach Road. Maybe even display aircraft or significant airport entry signage.
 - Plane spotting rooftop viewing area near Torrensville Plaza as planes come quite close overhead.
 - Please deal with unsocial behaviour from the marion road unit complex which tends to have presence around the Brooklyn Park shopping complex.
 - off street area near the Thebarton theatre for stalls/food vans prior to gigs/events at the theatre.
 - Lots and lots of native trees and greenery.
 - Improved street lighting. Light it up bright.
 - Eliminate elderly pedestrians crossing at random places. Seen many nearly get hit by cars. Maybe footbridge or underground walkway?
 - More parking especially if more apartments be constructed."
- "We have a great mix of cultures - it would be great to see food and beverage outlets and other stores continuing to reflect this diversity.
 - The shopping centre opposite the Mile End hotel could also be upgraded and include a lot of outdoor dining (maybe remove existing parking)"
- I'm so glad council is looking at improving this area. There is so much potential! People need to feel safe from cars to feel comfortable to spend time there.

- "The existing shopping centre that is anchored by Drake's is an eyesore and depressing. Would love to see the entire site rebuilt into a 21-century cosmopolitan food and shopping precinct such as at Frewville and Pasadena.
 - Parking for staff working at the precinct remains problematic for local residents after the centre management recently removed parking for staff in the car parks. As a result, the surrounding streets are now clogged during business hours to accommodate staff working in the precinct."
- NO parking at all on Henley Beach Rd - it's dangerous and doesn't flow.
- "More public art. More opportunities for events. Better traffic management."
- Limit intersections onto hbr to alternately have 1 way ie entry or exit only to aid pedestrian safety
- Plenty of Parking off of Henley beach rd and limit the cars parked on the road.
- don't allow parking on the road!
- "Please make it signal free and make five or three lanes at least. Please use GLOW (night reflection) line/lane mark like light green instead of white.
- Also use solar led road lights. Thanks"
- First priority is a precinct group will need to be resourced to a suitable level (possibly from the council) but operate semi-independently. There is always tension with that but it is important to enable traders, residents and anyone passionate about the street to work together with some background council/government support. Second is making lots of small improvements to make walking and cycling safer and more appealing for people with a variety of abilities.
- Concerned by the implications to existing residential properties on side streets behind Henley Beach road i.e. knocked down to make space for car parking. The proposed plan seems very dependent on private investment.
- I have noticed an increase in anti social behaviour particularly since Covid . Also I have been approached by people asking for money on a frequent basis (perhaps seen as an easy target being an older female) . Safety needs a look at I think
- Needs a special feel like Norwood Parade or Prospect Road
- Better lighting and safer places to cross the road. The middle of the road isn't really safe when changing sides.
- Concerned about the impact on houses located within the urban corridor. For example concerned with potential demolition of houses for car parking etc
- With any trees , shrubs, groundcvoers and planter boxes, please consider using native plants that will also foster natural native biodiversity - bees, butterflies, various insects, birds - regards to food/nectar, nesting and attracting.
- Prioritise public transport between Henley beach and CBD. Light rail and make pedestrians and cyclists come first before cars
- Henley Beach road between South Rd and Holbrooks Rd is a pain in the ass with slow traffic and parked cars. There is too much traffic to justify further reducing traffic flow with shops, speed limits, pedestrians etc

- "Would like to see traffic slowed and parking made easier. It often only on safe lane of traffic. More lighting to make it a safer place to walk at night."
- Greenery everywhere and seating for rest as walking; shared pedestrian/cycling paths
- No parking on Henley Beach Road between Marion Road and South Road. Make more parking complexes, particularly the main hub around Foodland.
- "It would be a real bonus if some incentives could be given to retain some of the more substantial homes that remain, to renovate to a high level and repurpose to restaurants, high end retail or similar so as to keep some heritage and soul of the areas history.
 - Also any new developments commercial or mixed use along the corridor have some design excellence criteria that will stand the test of time. I walked down Prospect Road recently and liked the cafes, restaurants, small bars parks etc but it was very much let down by some very ordinary new and renovated mix use buildings, please do not let that happen.
 - I know this would be a difficult ask but a large green space/park would be amazing as part of this redevelopment, a place for weekend markets, cultural activity, relaxation. If impossible to achieve at ground level consider roof top or elevated gardens, and green walls on new and existing buildings and over any new car parking spaces.
 - With wider foot paths and pleasant streetscapes encourage walking, exercise and walking the dog with the appropriate infrastructure eg bins, seats, doggy bag stations, water fountains (humans and animals), rest points, lighting, interpretive signage on the areas heritage (indigenous and settlement), its people & characters, landscape and geography (including the River Torrens, agriculture, past wetlands) and story to the present day."
- Significant upgrades to the foot paths are required. They are very uneven and contain many trip hazards.
- "Have a look at Prospect road, how that has evolved over the past decade. I do have a question as to how are you going to deal with having parking available for those who will be visiting this section of Henley Beach road. If there are more residential dwellings to be built where are they going to be parking, because as we know residents have more than one vehicle. Divert the public transport (buses) and bicycles underground."
- "It's supposed to be a main road (not the side streets) to Adelaide- make sure it runs quickly and freely and not PUSH the traffic onto the side streets to the long suffering RATE PAYERS who are trying to live here.
- It's not all about visitors who pop in and go home to their quiet homes."
- This is a great initiative, and it would be good to see Henley Beach Road reach it's full potential as a cosmopolitan destination that continues to serve local residents and businesses well.
- "As one of the most dangerous/accident prone sections of road in SA, increased safety should be a top priority along with these others stated. There is great confusion as to whether there is room to drive in the left hand lane (or the half of it remaining) when cars are parked across the bike lane and left lane. My favored option would be to disallow parking on HBR at all times. This would improve traffic flow and allow for wider foot and bike paths. Another solution could be to delineate the bike lane with raised concrete so that cars cannot park in the bike lane

and instead take up the entire left traffic lane, removing any confusion but this would reduce traffic to 1 lane (which is essentially what happens now).

- Building planning requirements should be shaped to encourage consistency in facets such as building close to the front of the property with verandahs over the walkway and parking at the rear.
- One thing that brings families to an area like nothing else - a playspace. Could this be incorporated into a piazza? There are no decent play areas anywhere near HBR.
- One thing that isn't romantic but is still vitally important is maintenance. This precinct is currently fairly uncared for, with loose pavers, rubbish absolutely everywhere, garden beds unkept etc. Thought will need to go into changing the attitudes and actions of the multicultural community that live and work in this area to take more ownership over its state, along with the council allocating sufficient resources to maintaining it affectively.
- Things like this only seem to happen once EVER. Please use this opportunity to promote, showcase and celebrate our community and precinct in unique, colorful and creative ways. Learn from what other councils have done well and poorly but don't take a generic approach - do this 'West Torrens style' (but cleaner)!"
- LOVE that the lights may be relocated to East St. It is currently a nightmare trying to turn right onto Henley Beach Road from East Street or adjoining streets. If there was an ability to have a green arrow to turn right onto Henley Beach Road from East St, this would be amazing!
- Any future vision, must be mindful of the need for reasonable traffic flow, convenient off-street parking is essential and could with planning take the place of parking on the main road, thus allowing that space to be improved with either a bus lane (limited to peak hours only)
- "Airport Road, should be attractive to drive. Its the entry and exit to the airport, it's visitors first impressions and currently is depressing. Every other state has a better first impression, using greenery and advertisment to entice visitors.
 - Please consider the airport road strip, foot paths and trees to make the connection from henley Beach road to the airport attractive and vibrant"
- It's not broken.....why spend more dollars? Use it every day, multiple times. It's fine apart from parking issues.
- Trees and greening and outdoor cafe space should be the highest priority. When you look at great streets of the world, these two elements set the foundation for an active street. Then once these are established, smaller items such as art and furntiture can be upgraded.
- The proposal should include dedicated, grade separated bike lanes. This would make me far more likely to visit Henley beach road, I currently avoid it as it feels unsafe.
- As long as these changes are done with consideration to the residents and the shopkeepers, still with bus access in Henley Beach Rd, I think upgrading is a great idea...green areas on the side of the footpaths would make this more cosmopolitan, instead of the dreary look it has now...this is a fabulous precinct, and an upgrade would benefit it greatly.
- "Get rid of the scum and demand a bigger police presence. Follow 5031 watch. People are not safe in their homes.
 - Limit international investment into property. Push back on govt securing rentals for prison rehoming and housing trust for mental health. Those people commit crime!?!?"

- Create 'Gateways' through Greening and planting or creative street lighting
- Love the idea of a piazza - am interested to know where and how!"
- Transport is the major hurdle for this vision. The proposal for increased public transport and a reduction in through traffic is key, but significant attention needs to be given to pedestrians and cyclists. It is dangerous to cycle down HBR, and very hard to cross safely on foot during busy periods. Addressing this (without pushing traffic onto the side streets) is key to making a place people want to spend time.
- "This is a massive opportunity to shape the community to make the suburb a major gateway to the city, like Prospect, Norwood and Unley. I would love to be involved. Make it family friendly but really focus on making it cosmopolitan and angled away from the aging population we currently have here
- Less cars. Slower speed limits. No parking allowed along this stretch of HBR. More focus on greening the area and pedestrians, cycling infrastructure and public transport (an airport tramline passing here would make a huge improvement!)
- Quality Public Toilets placed at East Ave and Henley Beach Rd - Acquire a property to construct a 4 level Carpark with basement parking for park and ride at discount prices and cheap parking for shoppers 3 hr limit between 7.30am and 5.00pm then free after that so people can go to hotels - restaurants and shops. Carpark to be owned and operated by Council not private enterprise.
- "Improve public transport near James Congdon Drive. Too far to walk to bus stops.
- Public priority public transport - still need to have plenty of car transport space as the reality is cars have become essential and most people use cars not public transport.
- Piazza needs plenty of greener to be cool."
- Revitalisation of the section between James Condon Dr & South Road - for better pedestrian and local eating options.
- My plan would be to make Henley Beach Road more of a boulevard than a road to get from A to B
- Better east/west traffic flow. Currently south/north flow is favoured which creates congestion on Henley Beach Road
- More clothes stores would be nice.
- "Parking needs to be improved and on-street car parking on Henley Beach Rd needs to be reconsidered. Otherwise, the road needs to be widened to accommodate. During busy periods, visitors struggle to navigate the road so don't want to stay.
 - More trees and certainly help the streetscape, shade, accessibility and sustainability and would add to the heritage feel and significance of the area. Incentives or aid to improve the appearance and heritage look of the shops and properties on the road would also go a long way to lift the visual appeal and character of the area. I passionately believe Henley Beach Road can be better, visually and commercially, than King William Road, The Parade and Unley Road, with investment, pride and planning.
 - The footpaths along Henley Beach Road, and adjoining streets, are in poor condition and would add to accessibility, visual appeal and pride."

- Big transport infrastructure project such as trams should be considered.
- Stop letting people park in the bike lanes. They should be clear ways at all times, otherwise you effectively reduce HBR to a single lane road at times.
- "Either:
 - stop parking on HBR and maintain 2 driving lanes & a bike lane, or
 - allow parking on HBR and limit driving to 1 lane plus a bike lane
- The current setup of 2 driving lanes, a bike lane and parking all on Henley beach road makes it dangerous for all."
- "Please consider a tram extension or trolleybus into the design. A trolleybus in Adelaide is unlikely and a tram extension would require assistance from the State Government of course. But it is critical that if the street is going to be redeveloped with a focus on transit, to design a streetplan that makes a tram extension as easy to implement as possible with minimal additional work.
 - A tram extension from the city down Henley beach road would be a fantastic asset. Support the tenants of green and sustainable infrastructure and reduce tailpipe emissions to improve local air pollution.
 - Additionally it is critical that street parking on the strip be reduced to prevent roadside accidents between pedestrians and cyclists."
- More free parking will allow more foot traffic. Less commercial enterprises more small SA businesses.
- Remove parking on Henley beach road . Narrow the road and increase the pedestrian access . Add an avenue of street trees that are not English Plain Trees . Increase the proportion of eateries and beautify the street scape . Be more like Norwood Parade
- "Traffic management should be a priority. Even without the crows filling the backstreets, traffic on Hardys and Ashwin is really horrible at peak times. (and there are no crossings for pedestrians) The side streets are a racetrack, there's no one monitoring the no entry on Ashley street any more and that is a thoroughfare. The water issues after rain on the side streets is also a problem, and the sidewalks are hard to navigate for poorly sighted, pushing prams and elderly. These should really be priority issues.
 - Then perhaps greening and making Henley Beach road a 40 zone, and all backstreets slower as well to reduce some of the speeding. The rest of it will naturally evolve. I do agree that Torrensville Plaza needs a full facelift and upgrade, it's a wasted resource, and needs to be the offstreet parking hub for people that visit or need to drive (like in North Adelaide) and I think there should be permit parking for residents. The side streets are already chaotic.
 - Business council, meh, they should be organising themselves. Gateways, are a bit dated too imho, food and markets (similar to what the brickworks was) I would love to see. Somewhere to stroll on a sunny afternoon, like a mini Gouger street.
 - The tram should be re-instated into the city ! But I understand that won't happen, however, restricting the free flow of traffic will be detrimental to people who live in the area, so I understand there are challenges. Parking shouldn't be allowed on Henley Beach road either. Businesses should be providing adequate parking as we have had to do in the couple of builds we have undertaken.

- If it was up to me, I'd improve the backstreets first, then green up Henley Beach road. Reduce the free flow of traffic through the back streets, close a few more off, and make it more of a maze, lower speed limits, and encourage popup markets and areas to enjoy what we have by strolling the boulevards and main roads in safety.
- Then, and I don't understand the expected flows being planned for, but Ashley and Ashwin shouldn't be alternative routes for traffic. They were never intended as such, and crossing them is dangerous walking to and from work or school, and downright impossible at times."
- How to invite interstate and overseas visitors to visit this strip, spend money and time here? How do we make it appealing? Should this strip be reduced to 50km and how do we manage the speed so customers feel safe and welcome.?
- Make it the parade of the West but keep an edgier, working class feel to it. Similar to shoreditch in London. Celebrate the heritage and diversity of the area.
- You could make the Southern side of Henely Beach Road No Parking and widen both sides of the road as the Northern side is where all the shops are
- Gateway and marketing and branding seems a big waste of money. Spend it on greening and biophillic design. Humans need connection to nature, not signs and monuments to how great a street is.
- Less traffic lights and more roundabouts with plants
- Don't do what King William road did with awkward paved parallel parking spaces. Please make road upgrades bike friendly!!
- Will there be plenty of car parking facilities? Very stressful already living and travelling on Hardys Road. Between the Crows and new planned development, how much more can the street and surrounding streets absorb? Ashley Street needs to be fully accessible in my opinion.
- sort the car parking out
- A large problem for pedestrians is the high volume of traffic passing through at peak times, with only one traffic light which caters for pedestrians crossing between South and Marion Roads in the central precinct. To allow safer access to cross closer to the "foods of the world" section, another crossing would be beneficial.
- "Yes, the road suffers from original poor planning and the area is dangerous. Promoting the increase of pedestrians is irresponsible given the traffic demands on this road will only increase. It is absurd that the underpass recognises the traffic level but the remainder of the road does not. Council and State need to bite the bullet and reclaim one side to better accommodate the needs of both traffic and locals, let alone attempting to attract more persons to are dangerous area.
 - Best demonstrating this is the effective reduction to one lane due to persons parking on the road and there NOT being enough room for dual lanes to operate properly."
- Street Art
- Put in some multi-storey car parks near shopping centre
- Keeping the Barton theatre is a must.

- Heard in the past plans to have the tram go down this way and whilst it sounds like a good idea, what do we lose to get it.
- Safer cycling lanes
- Yes. We need a better shopping precinct and gathering place. Better cafes & dining. At the moment it's terrible.
- "I have lived in Torrensville for 48 years. My main concern is the footpaths because they are unsafe. I like going for walks but I now avoid HBR because I have had a few trips. Another problem is that some areas are absolutely filthy. Rubbish is everywhere and shop windows dirty. One particular shop which isn't trading at the moment is particularly bad. Also some shops have steps into the premises but no handrails which is not good for people who use walking sticks or walkers. Overall HBR is a great place for eating out."
- Would like to see traffic volume reduction by widening of footpaths and funnelling of traffic to Bradman drive. Love the idea of the piazza. Does this mean no traffic at all? That would be awesome. Even if this was public transport only.
- Turn parts of it to another Prospect Rd with funky restaurant and cafe
- improve cycling lanes and infrastructure - the roads are flat and utilised by locals. Capping speed limits at 40km/hr and providing dedicated bike lanes and bike parking will reduce the number of cars on the road and seeking parking. This will greatly improve the accessibility of the area
- Would like to see all car parking removed on Henley beach road to improve accessibility. Any bike lanes that allow car parking are not bike lanes.
- Bringing more visitors into this area is great, but it should not be at the expense of what we like about living here, it's easy to get around, easy to access shops, restaurants and local businesses. We would not like to see the area as busy as King William Road, Goodwood Road (Goodwood) and Norwood Parade, as we would lose the unique character of the area. We don't want to be outnumbered by tourists and visitors to the area.

Appendix B: Ideas map locations and suggestions

Henley Beach Road Visioning Project Ideas map results 26 August - 7 October 2024

Address	Comment
3 Jervois Street, Torrensville South Australia 5031, Australia	These side streets already show such great potential for activation. Clifford Street, for instance, boasts a beautiful corner retail / hospitality offering... imagine walking there for a coffee and then a little down Clifford for local retail or other businesses. Examples of this integrating beautifully with residential exist in Croydon. Elementary on Jervois Street already draws us just off Henley Beach Road... imagine if Elementary was surrounded by urban greening, rather than desolate carparks... what an amazing little spot that would be!!
153-165 Henley Beach Road, Mile End South Australia 5031, Australia	We imagine a spot as pedestrian friendly as Norwood Parade. Imagine wide, green pedestrian areas extending the sidewalk cafe culture and building a sense of community in this area. The current expansive carparks provide ample opportunity to provide a beautiful, welcoming place to be.
156a Henley Beach Road, Torrensville South Australia 5031, Australia	One of the things that we LOVE about living in 5032 is that we are so close to our community services, and perfectly situated 'between the city and the sea'. We only have occasional need for a car, so we are now a 1-car family (of 5) and are seriously considering dropping down to no cars. However, it is so important that this area is safe for active transport. Cycling ways need to be prioritised over street parking, and we need more safe crossing points - especially opposite bus stops. These simple changes would absolutely make a difference to the volume of use for active and public transport.
10 Henley Beach Road, Mile End South Australia 5031, Australia	Create parking cutouts into wide council strip in front of temple Christian college. This would be to alleviate parking congestion, traffic banking up, and increase safety for parents / school children particularly at school pickup / dropoff times.
180 Henley Beach Road, Mile End South Australia 5031, Australia	tramline to the beach lads.
36a Norma Street, Mile End South Australia 5031, Australia	A cafe on the south side of HBR. None currently on this block - have to cross south road HBR or sir don to get to a local cafe
42 Henley Beach Road, Mile End South Australia 5031, Australia	Would love this group of shops have a defined presence, perhaps in the way of a 50 zone and some green space allocated to businesses, outdoor dining opportunities (even on the southern side of the mile end pub) and signage about the shops to draw people to the site. Make it safer to stop and shop. But also make it desirable to stop and shop.
360 Henley Beach Road, Lockleys South Australia 5032, Australia	A dog park
271 Henley Beach Road, Brooklyn Park South Australia 5032, Australia	Remove the stagger and make Marion Road link to Holbrooks Road
153-165 Henley Beach Road, Mile End South Australia 5031, Australia	Extend clearway zone time lengths from 7-10am and 3-6pm in both directions, rather than short peak direction zones currently in place.
101 Henley Beach Road, Mile End South Australia 5031, Australia	Amend frontage of Mile end office works to make consistent with rest of building set backs.
156a Henley Beach Road, Mile End South Australia 5031, Australia	Pedestrian Crossing or similar to assist crossing the road to access chemist, it's a dangerous spot for cyclists & pedestrians as cars are exiting Shipster St
162 Henley Beach Road, Torrensville South Australia 5031, Australia	Improve outdoor dining area and street scape around Kalymnos Bakery, make it more inviting, add greenery as a barrier between traffic & tables
172a Henley Beach Road, Torrensville South Australia 5031, Australia	Improve/create ambient street lighting to create cohesion between eateries in this strip at night
153-165 Henley Beach Road, Mile End South Australia 5031, Australia	Retain and improve thoroughfare from Norma St to HBR/Drakes. Improve lighting so it feels safer at night.
171a Henley Beach Road, Mile End South Australia 5031, Australia	Having protected bike lanes along this stretch of road is important as it is very unsafe for cyclists. Paint is not infrastructure!!

16 Marion Road, Brooklyn Park South Australia 5032, Australia	Pedestrian crossing or refuge point in the middle of the road to accommodate the high number of people exiting south bound busses at stop 8A Henley Beach Road.
285-291 Henley Beach Road, Brooklyn Park South Australia 5032, Australia	Upgrading car park facilities and pedestrian safety in this retail and commercial area is crucial.
234 Henley Beach Road, Torrensvalle South Australia 5031, Australia	Having a bus stop (8) slip-in area so that other vehicles aren't banked up to the intersection at this extremely popular bus stop for travellers in this precinct.
127 Lipsett Terrace, Brooklyn Park South Australia 5032, Australia	More cafes and local food
29 Oscar Street, Brooklyn Park South Australia 5032, Australia	Looking forward to see development
34 Henley Beach Road, Mile End South Australia 5031, Australia	Have more cafes etc and security cameras down the street even if one per 50 metres. Make a nice path for people
183a Henley Beach Road, Mile End South Australia 5031, Australia	Excellent place for a piazza, near public transport and close to amenities.
171a Henley Beach Road, Mile End South Australia 5031, Australia	Major upgrade to Torrensvalle Plaza required to meet the needs of young families moving into the area.
175d Henley Beach Road, Mile End South Australia 5031, Australia	Fast-track this housing development, it's an eye sore that attracts feral cats and brings down the area.
9 Wilton Terrace, Torrensvalle South Australia 5031, Australia	Liase with Adelaide Highschool & Botanic High School to extend the zoning out to Marion Road to align with influx of young families and providing them with better schooling options.
27 Henley Beach Road, Mile End South Australia 5031, Australia	The public landscaping on the southern side of Henley Beach Rd from Victoria street to the Breakwell underpass is poorly maintained. The are consists of a strip of garden beds in front of the townhouses which are all either dead or full of weeds. This strip of land is not part of the townhouse strata (I am on the committee) and yet is not maintained by the council. I contacted the council about this section and was told it was not the councils responsibility and yet it is not strata land.
7 Henley Beach Road, Mile End South Australia 5031, Australia	Its just so depressing - so many pedestrians and cyclists use this strip to access the city every day and yet it is a barren wasteland. There is lots of great potential here with north facing garden beds, but after years of trying to get someone to care at the council I have become quite frustrated by the situation.
54 Glover Avenue, Mile End South Australia 5031, Australia	At the city end of this strip is a series of garden beds just before the underpass which are also poorly kept. These garden beds are the responsibility of the council and yet for the last 5 years or so they have not been maintained at all. There is irrigation equipment fitted but as far as I can tell it has been allowed to deteriorate and no longer works. I have contacted the council about this repeatedly but on each occasion the maintenance offer tells me that it will be done, but it never happens! It could look so beautiful.
1 James Congdon Drive, Mile End South Australia 5031, Australia	the footpath that forms part of the underpass has no shade and in summer is baking hot. Is it possible to get some trees in pots in the underpass to provide some while also increasing the amenity?
2-10 James Congdon Drive, Mile End South Australia 5031, Australia	the garden beds all around the underpass are overgrown or dead. It looks like after the underpass was constructed in 2006 that no one has even attempted to maintain them. There is so much potential there, and there is even fitted irrigation systems but it all looks awful and makes the surrounding areas depressing. It just has this whole "its all too hard" vibe around it which I don't think is true. Can't we live in a nice neighborhood?
2-4 Henley Beach Road, Mile End South Australia 5031, Australia	This pedestrian cross across Sir James Congdon Drive is dangerous. There are no lights and in busy periods there are very little breaks in the traffic. I have seen so many near misses here as people play leapfrog trying to cross the road to get to the train station. One day someone will be killed here. It is a terrible design.
54 Glover Avenue, Adelaide South Australia 5000, Australia	there are missing trees from this offramp. You can see where they should be but they have died and have never been replaced.
139a Henley Beach Road, Mile End South Australia 5031, Australia	the footpath along here is under lit at nighttime and feels dangerous at night.
38 Norma Street, Mile End South Australia 5031, Australia	subsidised rent for small tenancies to trial new business ideas encouraging local "onfoot" interest
105 Henley Beach Road, Mile End South Australia 5031, Australia	Council funded community market - local sellers/makers - once a month - food stalls, makers market Taxi company - land could be used for makers market/farmers market - once a month

156a Henley Beach Road, Torrensville South Australia 5031, Australia	Reduce rubbish/leaf accumulation points
Flat Bread Cafe Mart, Henley Beach Road, Adelaide, South Australia 5031, Australia	this would be a great precinct for fruit & veg + bakery + butcher
205 Henley Beach Road, Torrensville South Australia 5031, Australia	Indented parking with trees and outdoor cafe options
3 Jervois Street, Torrensville South Australia 5031, Australia	Assuming your enquiry extends here, this strip here (end of Jervois St) would be nice to allow for outdoor seating and garden.
174-182 South Road, Mile End South Australia 5031, Australia	Need better pedestrian crossings across south road, it divides the neighbourhoods terribly for walking and prevents easy walkability from mile end to Torrensville shops
67 Henley Beach Road, Mile End South Australia 5031, Australia	This area is a dead zone as it is too office centric and needs mixed use with some residential and shops added
Mile End Railway Station, James Congdon Dr, Adelaide, South Australia 5031, Australia	Mile end station is a dilapidated disgrace. A pedestrian crossing over Congdon drive to the station and above the train lines is essential to link the city with mile end
53 Henley Beach Road, Mile End South Australia 5031, Australia	Speed limit needs reducing to 50kmh to encourage walking and cycling
Foodland, 159 Henley Beach Road, Adelaide, South Australia 5031,	This shopping centre is a focal point but it is shabby and dysfunctional
175a Henley Beach Road, Mile End South Australia 5031, Australia	Empty block is an eyesore and has been for more than 20 years.
179 Henley Beach Road, Mile End South Australia 5031, Australia	The block of land between Fat Chicken and the building on the corner of Henley St has been vacant and a dumping ground for over 30 years. There is advertising on the fence for apartments to be built but nothing seems to be happening. It is an eyesore and encourages graffiti on the adjacent building walls.
151 Henley Beach Road, Mile End South Australia 5031, Australia	Traffic turning right out of East St to head west has been the cause of accidents over the years. There are pedestrian lights immediately after the turn and often turning cars don't see that those lights are red and just drive through.
1 Shipster Street, Torrensville South Australia 5031, Australia	Intersection with north-south bike route (one way car entry flow control as well) from linear path to library to activate active transport across the suburb.
259 Henley Beach Road, Brooklyn Park South Australia 5032, Australia	only green arrow to turn onto Marion road
3 Marion Road, Torrensville South Australia 5031, Australia	entry point for cars for KFC
3 Clifford Street, Torrensville South Australia 5031, Australia	Clifford St. either needs to be No Right Turn or move the traffic lights that are just west of Clifford St. east to be at Clifford. The congestion when cars turn right is ridiculous and dangerous.
32 Chapel Street, Thebarton South Australia 5031, Australia	Any small areas can be used such as this little street park. Great for local art and greening purposes.
2 Oakington Street, Torrensville South Australia 5031, Australia	Restrict parking to one side of road during peak hours
36 Junction Lane, Mile End South Australia 5031, Australia	As above, this area needs more greening and room for safe outdoor dining.
180 Henley Beach Road, Torrensville South Australia 5031, Australia	The rubbish and litter between West St and Danby St is quite disheartening. This needs to be cleaned regularly. Also the footpath outside of Saray Market & Restaurant has never been fully completed.
109 Carlton Parade, Torrensville South Australia 5031, Australia	Diversions back onto Henley Beach Road in Morning and afternoons or 20km speed limits so that Henley Beach Road do not think its quicker to cut through. Also stop delivery trucks
76 Carlton Parade, Torrensville South Australia 5031, Australia	Diversions back onto Henley Beach Road in Morning and afternoons or 20km speed limits so that Henley Beach Road do not think its quicker to cut through. Also stop delivery trucks
57 Carlton Parade, Torrensville South Australia 5031, Australia	Diversions back onto Henley Beach Road in Morning and afternoons or 20km speed limits so that Henley Beach Road do not think its quicker to cut through. Also stop delivery trucks

37 Carlton Parade, Torrensview South Australia 5031, Australia	Diversions back onto Henley Beach Road in Morning and afternoons or 20km speed limits so that Henley Beach Road do not think its quicker to cut through. Also stop delivery trucks
23 Carlton Parade, Torrensview South Australia 5031, Australia	Diversions back onto Henley Beach Road in Morning and afternoons or 20km speed limits so that Henley Beach Road do not think its quicker to cut through. Also stop delivery trucks
13a Huntriss Street, Torrensview South Australia 5031, Australia	No exit onto Henley Beach Road between 7.30 and 9am - This will stop traffic thinking they can bypass long lines of traffic to cut back to be first in line of Henley Beach Road. Might also reduce speeding
16 Wainhouse Street, Torrensview South Australia 5031, Australia	No exit on Henley Beach Road between 7.30 and 9am. This will stop drivers cutting through from Carlton Parade (at speed) to get to the head of the line on Henley Beach Road. Pushing in and making Carlton Parade the MAIN road in the mornings. Or double glazing supplied for your Rate Payers living on these side streets,(quality of life in this council area for residence)
16 Northcote Street, Torrensview South Australia 5031, Australia	No exit on Henley Beach Road between 7.30 and 9am. This will stop drivers cutting through from Carlton Parade (at speed) to get to the head of the line on Henley Beach Road. Pushing in and making Carlton Parade the MAIN road in the mornings. Or double glazing supplied for your Rate Payers living on these side streets,(quality of life in this council area for residence)
14 Danby Street, Torrensview South Australia 5031, Australia	No exit on Henley Beach Road between 7.30 and 9am. This will stop drivers cutting through from Carlton Parade (at speed) to get to the head of the line on Henley Beach Road. Pushing in and making Carlton Parade the MAIN road in the mornings. Or double glazing supplied for your Rate Payers living on these side streets,(quality of life in this council area for residence)
14 Shipster Street, Torrensview South Australia 5031, Australia	No exit on Henley Beach Road between 7.30 and 9am. This will stop drivers cutting through from Carlton Parade (at speed) to get to the head of the line on Henley Beach Road. Pushing in and making Carlton Parade the MAIN road in the mornings. Or double glazing supplied for your Rate Payers living on these side streets,(quality of life in this council area for residence)
18 East Street, Torrensview South Australia 5031, Australia	No exit on Henley Beach Road between 7.30 and 9am. This will stop drivers cutting through from Carlton Parade (at speed) to get to the head of the line on Henley Beach Road. Pushing in and making Carlton Parade the MAIN road in the mornings. Or double glazing supplied for your Rate Payers living on these side streets,(quality of life in this council area for residence)
15 Jervois Street, Torrensview South Australia 5031, Australia	No exit on Henley Beach Road between 7.30 and 9am. This will stop drivers cutting through from Carlton Parade (at speed) to get to the head of the line on Henley Beach Road. Pushing in and making Carlton Parade the MAIN road in the mornings. Or double glazing supplied for your Rate Payers living on these side streets,(quality of life in this council area for residence)
19 Clifford Street, Torrensview South Australia 5031, Australia	No exit on Henley Beach Road between 7.30 and 9am. This will stop drivers cutting through from Carlton Parade (at speed) to get to the head of the line on Henley Beach Road. Pushing in and making Carlton Parade the MAIN road in the mornings. Or double glazing supplied for your Rate Payers living on these side streets,(quality of life in this council area for residence)
Foodland, 159 Henley Beach Road, Adelaide, South Australia 5031, Australia	This whole site could be so much more... imagine a newer style Drakes supermarket, with underground carparking, and a mix of shops, with medium density living above, which would add so much more vibrancy to the area
168 Henley Beach Road, Torrensview South Australia 5031, Australia	this road intersection is a nightmare. Align the pedestrian crossing to an East Street crossing!
1 Huntriss Street, Torrensview South Australia 5031, Australia	Huntriss Street could become a cool thoroughfare from HBR to Thebarton Oval as it leads directly to and presents impressive views of the heritage entrance gates.
99 Henley Beach Road, Mile End South Australia 5031, Australia	An important 'gateway' property to the precinct is currently for sale - can the council influence the future use of this site?
179 Henley Beach Road, Mile End South Australia 5031, Australia	Prime potential for 'urban living' example stated - but has been dirt and weeds for years now.
Hang Bakery, Adelaide, South Australia 5031, Australia	How on earth did this carpark get approval? Absolute nightmare!
4 Airport Road, Brooklyn Park South Australia 5032, Australia	As a key entry point to the precinct from the airport, this intersection/area is hugely underwhelming at best. Streetscapre upgrade, landscaping and public art/sculpture would be greatly beneficial.
3 Marion Road, Brooklyn Park South Australia 5032, Australia	Another key intersection/entry point to the precinct that is underwhelming at best.

1b Northcote Street, Torrensville South Australia 5031, Australia	The western corner of Northcote Street and Henley Beach Road is a real eyesore. It badly needs some love & attention. There is often dumped rubbish, and the landscaping needs a refresh.
114c Henley Beach Road, Torrensville South Australia 5031, Australia	The intersections need an upgrade for safety especially for bikes. HBR is too unsafe for cycling with un-level surfaces and no measures to prevent cars blocking bike lanes.
117b Henley Beach Road, Mile End South Australia 5031, Australia	Rat racing and heavy traffic limit the ability to enjoy HBR or surrounding streets. This is the main hurdle to making it a place people want to spend time
Foodland, 159 Henley Beach Road, Adelaide, South Australia 5031, Australia	There's huge potential around the shopping complex, but it's tired and dated. Street scaping and modernisation could improve the feel drastically
153-165 Henley Beach Road, Mile End South Australia 5031, Australia	Give the food land an major upgrade similar to Pasadena green or something.
8 Wainhouse Street, Torrensville South Australia 5031, Australia	Gateway to Thebarton oval
95 Henley Beach Road, Mile End South Australia 5031, Australia	Extend bike lane heading west on Henley Bch Rd so that is continuous.
1a Danby Street, Torrensville South Australia 5031, Australia	Make Danby Street one way heading North at the intersection with Henley Beach Rd to remove the peak hour rat run.
177 Henley Beach Road, Mile End South Australia 5031, Australia	Deal with the eyesore that is this empty block that has been like this for years.
439 Henley Beach Road, Lockleys South Australia 5032, Australia	Henley Beach road would be great with the direction from city to beach, passageway with restaurants ,art and beautiful trees lining the way.
117b Henley Beach Road, Mile End South Australia 5031, Australia	Pedestrian crossing
173 Henley Beach Road, Mile End South Australia 5031, Australia	Allocated community bus parking areas
114c Henley Beach Road, Torrensville South Australia 5031, Australia	Community bus parking areas
1 East Street, Torrensville South Australia 5031, Australia	no u turns/ traffic lane barrier
2-8 East Street, Torrensville South Australia 5031, Australia	east st closed at ashley st to prevent traffic bypassing congestion and cutting through to the brickworks this area is already over crowded and a traffic problem will also get worse with the new crow development
2 Rankine Road, Torrensville South Australia 5031, Australia	Revitalise the verge by adding greenery. Currently, the entrance to Rankine Road (and other adjoining roads) looks very drab.

Appendix C: Written submissions

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**TRANSPORT
STRATEGY AND
PLANNING**

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Mr Angelo Catinari
Chief Executive Officer
City of West Torrens
165 Sir Donald Bradman Drive
Hilton SA 5033

Dear Angelo Catinari

Henley Beach Visioning Project – Ideas and Feedback

**Build. Move.
Connect.**

Thank you for the opportunity to provide feedback on the City of West Torrens vision for the Henley Beach Road Visioning Project.

The Department for Infrastructure and Transport (the Department) supports the City of West Torrens vision for Henley Beach Road, and a majority of key elements outlined for improvement such as more greening, mixed-use development, streetscape upgrades, and an increased emphasis on walking and cycling.

Recognising the above, the following items are highlighted as key priorities for the Department in the role and function of Henley Beach Road:

- Public Transport is our highest priority for this road. It is envisioned that future upgrades to Public Transport along this corridor will be essential to move people throughout this region of metropolitan Adelaide. The public transport solution will need to be accommodated in any future concept plans including cross sections.
- Operational requirements for this corridor require two lanes in each direction to be continued to facilitate traffic and / or dedicated public transport movements, both now and into the future.
- Management of speed will be supported in principle where there is a key prioritisation of place, and complementary road design.
- Pedestrian safety (including crossings) is to be accessed to enable access in line with land use planning.
- Future consideration to parking restrictions and allocation of space for cycling is an item for further discussion.

The Department is reviewing the functional priorities for Henley Beach Road and welcomes discussion with the Council.

I look forward to the Department and City of West Torrens collaborating to ensure clear alignment of strategic transport objectives, and improved outcomes for the community of South Australia.

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Yours sincerely



Andrew Excell
Deputy Chief Executive
Executive Director, Transport Strategy and Planning

18 October 2024

Reference number: #

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Knet Document
no: 22204359

30th September 2024

Angelo Catinari
Chief Executive
City of West Torrens
165 Sir Donald Brandman Drive
Hilton SA 5033

Dear Angelo,

RE: Henley Beach Road Visioning Project

Thank you for consulting with the Office of Design and Architecture SA (ODASA) on the Henley Beach Road Visioning Project.

ODASA promotes high-quality design across South Australia's built environments. The ODASA team is led by the South Australian Government Architect, and has expertise in architecture, heritage, landscape architecture, urban design and urban planning.

This response aims to provide feedback to the City of West Torrens on the Henley Beach Visioning Project, identifying further opportunities that support high quality design outcomes.

Henley Beach Road Investigations Report

The June 2024 Investigation Report by Jensen Plus offers a thorough analysis of the Henley Beach Road precinct's conditions, policies, and overlays. The outlined zones highlight staging opportunities and distinct streetscape features. We commend Jensen Plus for identifying urban realm deficiencies and appreciate the comparative analysis of other streetscapes, which has helped informed key opportunities for the Henley Beach Road vision.

Visioning Project

We understand the City of West Torrens has consulted with council members, businesses, and property owners for the visioning project. We commend the council for seeking public feedback and encourage early engagement with cultural consultants and local residents if not already done. A co-design process could provide valuable local insight, strengthen the area's identity, and embed cultural significance into the vision.

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**City of West Torrens – Henley Beach Road Guiding Principles****Guiding Principle 1: A great place for people.**

- Streetscapes & aesthetics
- The activation of side streets
- Green space and environment
- A place where people want to go
- Comfort and accessibility

Guiding Principle 1 Feedback:

ODASA advocates for good design that is inclusive and universal and creates spaces that everyone can use and enjoy. You may wish to expand Principle 1 to emphasise 'inclusivity' and the creation of inclusive areas along Henley Beach Road that foster a sense of comfort and safety. This could include integrating Crime Prevention through Environmental Design (CPTED) principles, removal of barriers to accessibility, and exploring ways to enhance social interaction. In future stages, street services such as removable bollards and external power sources should be considered to support events and activation on the street and side streets. When developing the vision, perhaps also consider the proposed location of higher-density housing, the needs of existing residents, and the impact of events, both on side streets and at Thebarton Theatre to avoid any negative impacts on the residents.

Guiding Principle 2: Cultural Story & Identity.

- Respecting our Kaurna history
- Capturing stories of our past and future
- Retaining our historic buildings and landmarks
- Using public art to celebrate our diverse cultures

Guiding Principle 2 Feedback:

We commend the City of West Torrens for prioritising cultural significance as a core principle and for actively seeking public input. If not already undertaken, we encourage direct engagement with Aboriginal and Torres Strait Islander communities, as well as local residents who may not be aware of the current online consultation process. Given that good design is inherently contextual, we also suggest placing further emphasis on the importance of responding to the surrounding environment. The urban design should honour the past while contributing positively to the evolving character of Henley Beach Road.

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**Guiding Principle 3: Improve Accessibility**

- Walkability
- Cycling
- Mobility
- Wayfinding
- Access to public transport

Guiding Principle 3 Feedback:

We commend the focus on promoting sustainable travel and recognise the bike transit opportunities identified in the Investigations Report. While we understand that upgrading parallel roads for cycling has been considered, we see benefit in upgrading and separating the cycling path along Henley Beach Road. This approach would enhance safety, encourage more people to use active transport, and in turn, activate the public realm while supporting local businesses.

In future stages, we suggest further exploration of incorporating flush or rollover kerbing to facilitate easier and more universal crossings, reduced speed limits and changes in road surfaces to delineate pedestrian zones. We also suggest considering future public transport options, such as a tram or rail link from Adelaide to the airport, so they can be integrated without disrupting or undoing the visioning work.

Guiding Principle 4: Business attraction and land use mix

- Providing more visitor accommodation
- Creating medium density housing off the main street
- Activating vacant commercial spaces
- More effective marketing and branding
- Establishing a business association
- Focusing on the importance of being local

Guiding Principle 4 Feedback:

The vision to support both existing and future businesses is commendable. It may also be beneficial to incorporate the concept of 'value' into the Guiding Principle, as thoughtful design can enhance value by creating attractive environments that draw local investment. With the inclusion of medium-density housing in the Guiding Principle, it's essential to prioritise quality, good design and durability, especially for multi-story buildings to ensure they enhance the streetscape at both street level and from a distance. We recommend prioritising active building frontages in new retail developments and commend the council's efforts to explore opportunities for upgrading existing facades and investigating adaptive reuse to cultivate appealing spaces while preserving the existing building fabric.

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**Guiding Principle 5: A greener, sustainable main street**

- More trees, plants and greenery
- Pedestrian-friendly designs
- Water sensitive urban design (WSUD)
- Public transport
- Adaptive reuse

Guiding Principle 5 Feedback:

We commend the Council's commitment to a greener and more sustainable vision; however, recommend further development of the sustainability and performance objectives. We believe that good design inherently incorporates environmental responsiveness. Consider strategies that achieve high performance and lower ongoing operating and maintenance costs, such as the sustainable use of resources, tactics to minimise greenhouse gas emissions, building resilience to climate change, and reusing and retaining existing elements whenever possible. Additionally, we suggest including Biodiversity Sensitive Urban Design and Durability in the objectives, as fostering strong biodiversity will help promote healthy ecosystems, and thoughtful planting will reduce ongoing maintenance needs.

Yours sincerely

Kirsteen Mackay

South Australian Government Architect

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10 September 2024

Mr Angelo Catinari
165 Sir Donald Bradman Drive
HILTON SA 5033



Dear Mr Catinari

Henley Beach Road Visioning Project - Ideas And Feedback Sought

Thank you for your correspondence and for the opportunity to provide feedback on the Henley Beach Road Visioning Project. My staff and I have had an opportunity to view your council's vision for Henley Beach Road via the Your Say website.

Firstly it looks to be an exciting project in one of the premier main streets of Western Adelaide. We fully support the segmented and place based approach to the strategy with a guiding set of principles that can help prioritise actions and initiatives that no doubt will need to be delivered over several years. Our experience with Woodville Road is one that, at times, has been frustrating with shifting government priorities and inconsistent messaging on the role of the carriageway by DIT. It will be critical that you have the full support of State Government for your vision and that the state is clear on what the role and function is for the road both now and in the future including public transport and capital funding support. We also believe the state has a role beyond approving corridor rezoning by incentivising new forms of residential development in corridors, such as Henley Beach Road, so that the densities can be sensitively achieved that underpin the main street retail and hospitality sectors. With the Greater Adelaide Regional Plan soon to be released we would hope a state vision for supporting infrastructure and public transport that could impact on Henley Beach road would form part of that regional vision and this could present an opportunity for us to work together on a submission that meets both our councils interests.

More specifically and perhaps as the project further develops its action we believe having an economic measuring tool could be of interest to you. We have been using Spendmapp in recent years as a way of measuring economic activity around main streets and events. If of interest, one of our officers could share that information with you.

Consideration to how Henely Beach might transition at the western end by way of consistent branding and materiality will be important in our consideration of any future upgrades of our section. We have in recent years undertaken some streetscaping work west of Tapleys Hill Road at some of the local centres and these projects have benefitted from having economic development and placemaking staff involved early.

24/230206

Along similar lines, consideration of an economic development strategy to be rolled out alongside the infrastructure works will be important at Henley Beach Road to maximise private sector investment and ongoing joint marketing of the street. As you know getting traders to support a project and collectively embrace the place is at times the unseen essential element that generates the sustainable success.

It is an exciting initiative and if we can be of any assistance please reach out. I wish you all the best as the project unfolds.

Yours sincerely



Paul Sutton
Chief Executive Officer

Subject: [Henley Beach Road Project Team](#)
Date: Henley Beach Road Vision
Wednesday, 28 August 2024 4:34:07 PM

Dear Council,

I have already submitted feedback on the proposed vision for HBR via the online form but I also want to add 2 more points.

‘Pedestrian Priority Area’

The ‘Pedestrian Priority Area’, specifically more outdoor dining, will be a constant nuisance for locals who use the footpaths. At present there is outdoor dining in front of Cibo where the footpath is narrow, if a passerby stops to talk to diners, there is congestion on the footpath, making it difficult to get past and even more so if pushers, wheelchairs or mobility scooters are involved. Outdoor dining should only be considered in areas where the footpath is already wide enough eg in front of Kalymnos where the shops are set back from the road.

It was mentioned that the footpath would be widened in outdoor dining areas which would address the previous issue. However, as a local, who has no other option than using Henley Beach Road as a thoroughfare, a narrower section of road will be a constant problem and drivers will divert to the backstreets, creating another problem. People who live outside of this area can choose other access routes into and out of the city, locals can’t.

‘Eastern and Western Entrance Gateway Statements’

These 2 art works are a waste of money and if the image given online is anything to go by, it looks like something from a side show, too glitzy and tasteless.

All that is needed are marketing banners along Henley Beach, the type which are shown online. They are classy and do the job at a fraction of the cost.

Sincerely,

To: [Henley Beach Road Project Team](#)
Subject: Henley Beach Road Visioning Project
Date: Tuesday, 27 August 2024 9:42:30 PM

Hi

I'm very pleased and excited about HBR Torrensville reaching out towards its full potential and I like all the concepts incl activating side streets, recognising the history, greening the streetscape and supporting active mobility within the precinct.

My favourite model in Adelaide is Prospect Rd Prospect.

In addition to what has been proposed I'd like to see an investment in quality public art.

And I like the recurring nature of it on Prospect Rd to connect the precinct. There are many exceptional public artists in South Australia incl Greg Johns who was employed to a concept level design stage 30 years ago on HBR. He or others of his caliber should be utilised.

Public Art makes a strong statement that this place is serious and matters! And helps us dream, grow and flourish.

Regards



City of West Torrens
Henley Beach Road Visioning Project
165 Sir Donald Bradman Drive
Hilton South Australia 5033

24 September 2024

Dear Henley Beach Road Visioning Project Team,

RE: Henley Beach Road Visioning Project – Feedback from Churches of Christ SA & NT

As CEO of Churches of Christ SA & NT, I would like to express our support for the Henley Beach Road Visioning Project, which outlines a compelling vision for the future of this vital area. The proposed developments resonate strongly with our organization's values and our ongoing involvement at 114 Henley Beach Road / 2 Danby Street, a site leased to Welso.

Welso's plans to transform the Church and hall into performance spaces, while maintaining office areas and providing flexibility for faith-based gatherings and community group use, align well with the Council's vision to enhance the precinct. We welcome the idea of Henley Beach Road becoming a cosmopolitan boulevard that celebrates cultural diversity and provides spaces for connection, which echoes our commitment to fostering community engagement and inclusion.

We are particularly supportive of the vision's guiding principles, including the emphasis on vibrant streetscapes, cultural identity, and creating a greener, more accessible space. The proposed upgrades to the Ebor Ave to South Road cultural precinct, where our property is located, reflect the area's potential to become a significant cultural destination. Welso's experience in cultural revitalization, such as their work with Holden Street Theatre, complements the Council's broader objectives of fostering a lively and diverse main street environment.

Our organization strongly believes that these plans will contribute to the long-term sustainability of the area, attracting both local visitors and new business opportunities. We are pleased to see a focus on accessibility and encourage ongoing improvements that cater to all mobility needs, ensuring that Henley Beach Road remains welcoming to diverse users, including families and community groups, as well as those attending worship. We also value ongoing consultation to ensure that the development of a greener and sustainable main street does not place additional expense or burden on property owners.

We are excited about the future of this precinct and look forward to working collaboratively with the Council to ensure the continued success of the Henley Beach Road Visioning Project. Please feel free to reach out if further clarification or engagement is required.

Yours sincerely,

Peter Barney
State Minister/CEO
Churches of Christ SA and NT Inc

To: [Henley Beach Road Project Team](#)
Subject: Henley Beach Road visioning project
Date: Tuesday, 27 August 2024 3:08:44 PM

I have raised the safety issue of Henley Beach Road crossing at Mellor Park some years previously. I have had no response other than an email saying my concern would be 'passed on'. I raised it a second time and there was no response.

I am aware that this is not the proposed area for redevelopment however I thought I may try my luck again.

The pedestrian crossing at Mellor Park Henley Beach Road is so dangerous. It is used by many people to access school, kindy, park facilities, bus stop. I refuse to allow my children to cross alone even at high school.

Elderly residents, residents in Brooklyn Park supported accommodation, children and many more residents of West Torrens risk life and limb crossing.

It's important this is addressed please.

Kind regards,

Subject: Henley Beach Road Visioning Project
Date: Wednesday, 18 September 2024 2:18:49 PM

Hi,

First of all, thank you for your continuous effort to keep the community informed about progress on Henley Beach Road visioning project and keeping feedback channel open for involved stakeholders to interact with the council. We have provided inputs regularly as a business entity on surveys and feedbacks sought from the council regarding this project.

There are some concerns we would like to bring to your attention for further deliberation with the project team.

1. Disruptions during road work - As our business operates from a premise adjacent to Henley Beach Rd, we are anticipating major disruptions to our business during and around construction road work activities.

2. Parking issues - Any proposed road widening plan especially if it changes current parking rules on weekends and during non-business hours on week days will greatly impact our business as we observe the most customer footfalls during those times.

3. Compensation to businesses during project work - We have often noticed other councils compensating owners of the affected premises due to any major project work. However, such benefits are often not passed on to the tenants (who are actually impacted the most due to loss of business revenue) partially or fully in absence of any enforceable guidelines from the council.

We would greatly appreciate if the above points can be considered, discussed, and addressed in the best interest of the tenants such as ours who work very hard on a day to day basis to preserve the character of the vibrant Henley Beach Rd commercial precinct.

Thank you in anticipation.

Regards,

To: [Henley Beach Road Project Team](#)
Subject: Ideas about HB Rd from a frequent user
Date: Wednesday, 28 August 2024 4:04:25 PM

Thank you for the opportunity to offer suggestions for the redevelopment of the HB Rd area. My ideas come from decades of visiting main street precincts all around the world.

I live in North Plympton but have visited Thebarton Theatre & eateries/businesses along HB Rd for decades.

It's time for a redevelopment as HB Rd is looking tired & unloved & unless it becomes more attractive and user friendly it will miss out on the economic benefits of the redevelopment of Thebarton Theatre, South Rd changes & Adelaide Crows at Thebarton Oval.

My Ideas:

People movement:

- pedestrians require safe and easy-to-stroll footpaths - including with strollers & mobility aides. Please control outdoor eateries to ensure safe & easy-to-use pedestrian access (unlike in parts of Rundle St East)
- all future developments along HB Rd should be expected to incorporate a verandah to offer shade/shelter to footpath users/outdoor eating
- publicise the ease of using public transport to access HB Rd
- 1 set of pedestrian/carpark access lights between South & Marion Roads is a great plan and will need to be supplemented at appropriate intervals with pedestrian safety zones like the new one at the bus stop for Centennial Park on Goodwood Rd.
- use of planter boxes with hedged shrubs to minimise the chance of pedestrians dashing across HB Rd outside of designated pedestrian safe areas.
- Some people avoid driving along HB Rd as it's too 'busy' with signs & unexpected activity by walkers, vehicle drivers & cyclists. To facilitate smoother & safer vehicle flows along HB Rd, no right hand turns onto HB Rd from any side streets and traffic wanting to turn right off HB Rd should be directed through strategically positioned right hand turn cut-ins in the middle of HB Rd.
- maintain 50km/hr for traffic flow.
- bicycles should be encouraged to move away from HB Rd & into close parallel street/s with easy access to HB Rd. Create designated bike tracks along streets from the River Torrens bikeway to HB Rd . Jervois St could become a cut through with it's trees & Stobie Pole artwork.

Parking

- No paid parking - customers will go somewhere else

- no parking on HB Rd - only cut-in loading bays for buses & delivery vehicles - this will make vehicle traffic more orderly & less daunting for drivers. And encourage visitors to use the frequent public transport along HB Rd which might be enjoyed by Adelaide Crows supporters wanting to access their Club ground but also enjoy the food opportunities along HB Rd.
- vicinity parking limits - at least 3 but preferably 4 hours - enough to deter all day parkers. Some similar eating/shopping areas are 2 hours which don't allow time for lunch with friends and exploring shops so are avoided or visits cut short to minimise risk of parking fines (North Adelaide)

Nature inclusive -

- shady bird friendly trees - and avoid outdoor eating underneath them (current Leigh St controversy)
- use of planter boxes - environmental benefits from green life, colour, pedestrian safety

Adjacent urban infill must be better planned to ensure residents have adequate space to park their vehicles on their property or there will not be any street parking available for people we want to attract to HB Rd.

Maximise use of environmentally friendly products in all aspects of this implementation.

Continue with 50km/hr for traffic flow.

Best wishes in your endeavours.

To: [Henley Beach Road Project Team](#)
Subject: RE: Henley Beach Road Visioning Project
Date: Thursday, 29 August 2024 10:21:08 AM
Attachments: [image001.jpg](#)

From: Henley Beach Road Project Team <hbr@wtcc.sa.gov.au>
Sent: Thursday, 29 August 2024 10:17 AM

Subject: RE: Henley Beach Road Visioning Project

Dear

Thank you for your valuable feedback. We appreciate your insights and will be incorporating your suggestions into the community engagement report. We'll be sure to share the updated results with you at the appropriate time.

Kind Regards

Maria Alves | Business and Tourism Officer

City of West Torrens | 165 Sir Donald Bradman Drive, Hilton SA 5033

www.westtorrens.sa.gov.au

From: August 27, 2024 2:54 PM
To: Henley Beach Road Project Team <hbr@wtcc.sa.gov.au>
Subject: Henley Beach Road Visioning Project

I am surprised that the consultant managed to make this quite so complicated and produce a

100 page report.

It seems pretty simple to me:

- Plant more trees or greenery where you can – and nice looking trees not scraggly bottlebrushes
- Try where possible to rectify the stuff ups of the past – specifically large areas of at grade parking in front of shitty looking buildings – ie. the Foodland and shops and the Centre care building/Spartan Electrical. Not sure what you do about this, but ensure future developments have parking at rear maybe accessed via underpass from main road. Those sites should be zoned for higher value usage – possibly multi-storey, mix use to encourage redevelopment of those sites. I am not sure what other incentives council can offer but try to get those three sites redeveloped, especially the Foodland. IN the shorter term, maybe plant more trees so that it doesn't look so bad/ covers the view of the parking and the shitty looking buildings.
- One component of the vision should be to get more stuff there. More shops, more restaurants and cafes, maybe a large visitor attraction like a cinema. Maybe call it "Growth and Development."
- I did not quite follow the side street activation strategy. (I might not have read the entire document closely.) What is needed is a greater concentration of attractions (retail and F&B). I am not sure you want to be diluting that by "activating side streets". The side streets are residential in any case.
- There was mention of under-croft parking being a requirement of all new development. Not sure whether that means underground or at ground level with building on top. Either way, that seems overkill and would be a fairly big disincentive to any new development. In any case, I personally don't have any issues finding a park. I think part of the issue is the obsession with parking and creating more parking.
- A tram would be a massive game changer and the council should lobby for that.

Good luck.

Regards,

The content of this email is confidential and/or copyright and is solely for the intended recipient. If you have received this email in error: (i) you must not copy or distribute any part of it or otherwise disclose its contents to anyone; (ii) please let the City of West Torrens know by reply email to the sender and delete all copies from your system. No representation is made that this email is free of viruses or other defects. Virus scanning is recommended and is the responsibility of the recipient.

Appendix D: Feedback from Youth Advisory Committee 24 September 2024

Administration presented the Henley Beach Road Visioning Project to the Youth Advisory Committee (YAC) on 24 September 2024 (agenda: [Youth Advisory Committee Agenday 24 September 2024 \(westtorrens.sa.gov.au\)](https://www.westtorrens.sa.gov.au/Agenda/Youth-Advisory-Committee-Agenda-24-September-2024) and minutes: [Youth Advisory Committee Minutes 24 September 2024 \(westtorrens.sa.gov.au\)](https://www.westtorrens.sa.gov.au/Minutes/Youth-Advisory-Committee-Minutes-24-September-2024)). Administration was able to collect feedback from the committee members.

The following feedback was provided:

- Music venue in piazza
- Lower speed limit, Tram line, More of a person friendly road
- Social anchors, Food of the world
- More greenery - more trees, Parks to hang out at, Park BBQs
- Variety of food options and live music and different cultures. Environment, outdoors. Connected
- Extended business hours, Parks - basketball courts
- Better bus system for Temple Christian College
- Accessible parks and basketball/soccer playing areas.
- Basketball court with night lights
- Live, advertised entertainment events.
- More cafes to hang out at - Coffee shops -Casual dining.
- Trams are very popular among young people- I would like to see them extended.
- Make it suitable for uni, school students. Cafes, more shade benches
- Bike lane. Slower speed limits for safer quieter walking
- Drive in cinema (VR)
- Wine bar
- Lights. Safe at night
- A pool bar, frozen yogurt, movie projections - Friday night
- More crossing for pedestrians
- Take inspiration from Glenelg and Henley's night life.
- More space to ride bikes (lime bikes?) along and make a Jetty Road/Parade vibe.
- Open footpaths to give more of a free feel - wider?
- Convenient public transport stops close.
- More parking to avoid hazardous parking on the road e.g. public lots etc.
- Car park to create more open road.
- Fee Wi-Fi

In summary, the feedback centred on social connection, safety, and safety at night, improving access and amenity, opportunities for open space and recreation and looking to improve nighttime offerings and entertainment.

November 2024

Henley Beach Road Vision

Visioning Report

Cosmopolitan.
Thriving.
Green.

JENSEN
PLUS

Planning
Landscape Architecture
Urban Design
Social Planning

City of
West Torrens
Between the City and the Sea





Contents

We acknowledge the following stakeholders whose inputs and participation informed the Vision.

- _ City of West Torrens Elected Members + Staff
- _ Henley Beach Road businesses
- _ The City of West Torrens community
- _ Department of Infrastructure and Transport (DIT)
- _ David Snoswell Property Advisory
- _ Complete Streets
- _ Premier Retail Marketing.

Revision number 3
18th November 2024

Produced by Jensen PLUS
Level 1, 21 Roper Street
Adelaide 5000 South Australia
08 8338 5511
admin1@jensenplus.com.au
www.jensenplus.com.au



1. Introduction

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1. Introduction

The visioning is the start of a process to renew the Henley Beach Road experience, particularly as a shopping and cultural precinct.



JENSEN PLUS
Planning
Landscape Architecture
Urban Design
Social Planning

Background

Jensen PLUS was engaged by the City of West Torrens to help prepare a vision for Henley Beach Road, working collaboratively with stakeholders and the community.

Henley Beach Road is an important local place and a destination within West Torrens.

Established in the late 1800s as a main route from Adelaide to the seaside, it was once home to grocers, butchers and drapery shops.

Henley Beach Road owes much of its identity to the many immigrants who came to Australia in the 1950s. Originally attracting those from Greece and Italy, then later Asia, Henley Beach Road has seen an influx of people from the Middle East and Africa in recent years, providing an eclectic mix of cultures focussing on food and hospitality.

Over the years the need to inject new life and freshen Henley Beach Road has become an important consideration for our Council.

Poised for change

There are major drivers for change on the horizon, such as the Thebarton Theatre renovation and the State Government's Torrens to Darlington motorway project.

This Visioning Project brings together these opportunities, along with others, to help improve the image of Henley Beach Road and increase its appeal for the benefit of businesses, local residents, visitors and commuters.

This project is a chance to create stronger main street environment - which are the "beating hearts" of our communities.

Investigations

From 2023-24 the Jensen PLUS team undertook technical investigations to inform this vision. *Refer to the Investigations Report (July 2024) for detailed background information.*

Objectives

1. Gather, analyse and report on the current state of Henley Beach Road, **including land uses, business activity, movement networks, street amenity etc.**
2. Identify **unique precincts** within the study area.
3. Formulate a **vision and guiding principles in collaboration with stakeholders and the community** on their aspirations for Henley Beach Road.
4. Prepare a **list of recommendations** for next steps e.g. Master Plan, public realm improvements, placemaking ideas, land use changes, formalisation of a local business group etc.

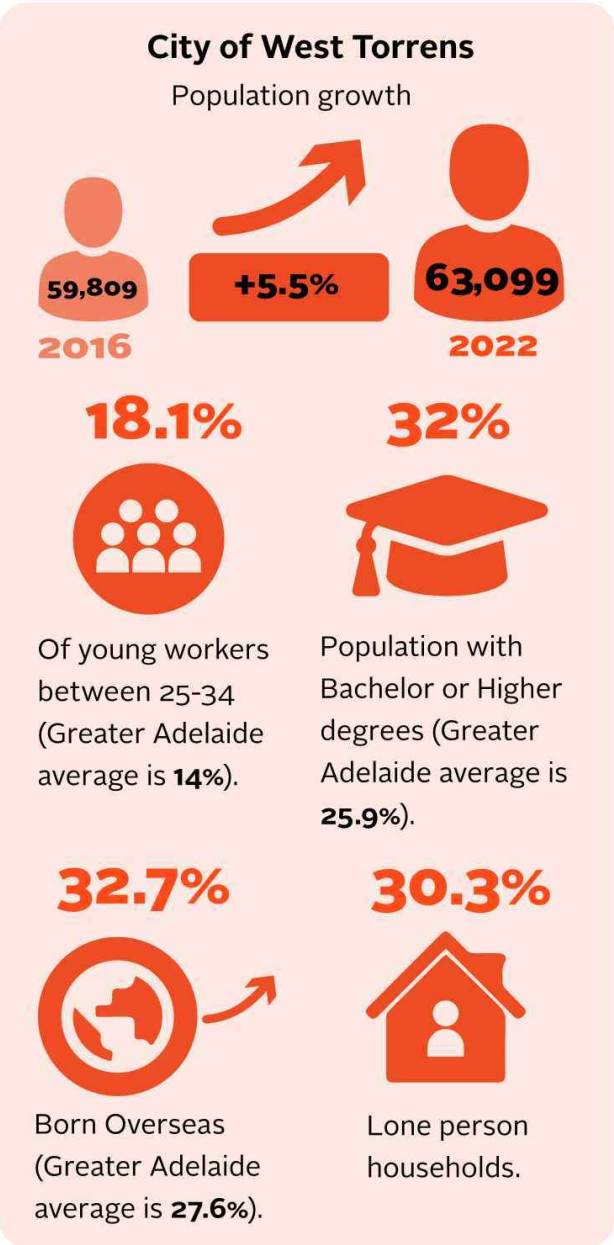




3. Henley Beach Road today

Henley Beach Road is a key transport connection between the western suburbs and the CBD.

It is also a destination in its own right, with major attractions like the Thebarton Theatre, as well as a myriad of shops and eateries.



Existing Land Uses



Sources:

- _ ABS Census Data
- _ Land Use and Business Analysis Report, 2024
- _ Complete Streets, 2024



4. A snapshot of what we've heard from stakeholders

Several collaborative workshops with Council Elected Members and staff, and business engagement events, were undertaken to start conversations with the community...



Henley Beach Road's identity and role as a place for a variety of food services and history reflected in the buildings is greatly valued.



Lack of a 'village heart' and a designated meeting



Need for entrance statements to offer a sense of arrival in certain locations.



Promote a consistent identity along Henley Beach Road.



Streetscape upgrades and greening is important.



Potential for medium density urban living in certain locations.



Realise the potential at side streets for public realm improvements.



Support improved pedestrian amenity and experience.



Need for safe bike access + routes to promote cycling.



Encourage a diversity of local businesses.



Consistent street trees of an appropriate species is needed.



Support for potential rezoning with appropriate heights and interface to the west.



Managing traffic to encourage people to feel comfortable is a challenge.



5. Community engagement

The community showed great enthusiasm for the project.

The Vision and Guiding Principles received strong support.



The consultation process included engagement activities, supported by a promotional process to create awareness and encourage participation. Key aims included:

- _ Communicate the proposed Vision and Guiding Principles, and precincts, and explain how they were developed.
- _ Invite feedback on the Vision and Guiding Principles, and precincts.
- _ Collate community ideas for future projects and initiatives that could contribute to realising the vision, principles and precincts on the ground.

The project was open for feedback between **Monday 26 August and Monday 7 October 2024.**

Key participation statistics



- _ Approximately **150 participants** at 2 drop-in sessions
- _ **1,369 visitors** to Your Say West Torrens project page
- _ **243 contributors** to online feedback form

78%

...of survey respondents **strongly supported the vision.**

Furthermore, **all of the five guiding principles had more than 60%** of respondents expressing their full support.

A full summary of engagement activities can be found in the Appendix *Community and Stakeholder Engagement - analysis of feedback.*

Main themes from consultation

- 1. Strong support for streetscape upgrades and revitalisation of the shopping and dining heart.** Suggestions for activation through retail and hospitality mix, outdoor dining etc.
- 2. Significant concerns and interest in traffic and car parking,** with different ideas to resolve existing issues and achieve the vision.
- 3. Strong support for more green space and trees,** and improved maintenance of existing landscaping and streetscapes.
- 4. Support** for a public transport priority corridor, foods of the world precinct, and side-street piazza.
- 5. Support for greater focus on walking and cycling,** including improved pedestrian crossings, bike lanes, and safety measures, and improved accessibility for mobility devices.
- 6. Mixed views about urban living** (especially within the shopping and dining heart).
- 7. Preference for smaller scale public art** in the shopping and dining heart, over large gateway entrance treatments.



6. What we've learnt from other places

We have identified some success factors of other main streets and urban corridors by looking at other examples in Adelaide and beyond...



1. Elements like seats and planting encourage people to linger longer around businesses.



2. Create people friendly spaces on the side streets which have less traffic.



3. Integrate major attractors like public open spaces, libraries, cinemas and supermarkets, ensuring they are built close to the street to reinforce the main street feel.



4. Enable pedestrians to cross safely at multiple points.



5. Access to high frequency public transport is good for business and vitality.



6. Public realm improvements can be the catalyst for private mixed use development in the right locations

7. Contextual framework

Movement + Place

Traditional road network planning classified streets and roads into a hierarchy, with the highest capacity roads (motorways, highways and arterials) at the top, and lower capacity roads at the bottom (collectors, local streets and lanes etc.).

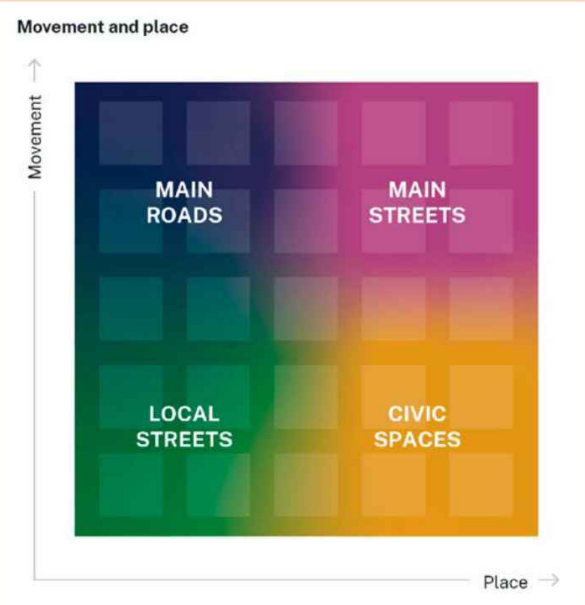
While useful in planning for the movement of vehicles around cities, this approach ignores the many other functions of streets and roads – for example as places to do business, socialise, play or even to park a car!

To capture and plan for this ‘place’ function of streets and roads a more holistic “Movement and Place” approach has been developed and is replacing road hierarchies as a preferred transport and land use planning tool. A movement and place framework classifies:

- _ the movement function of a street / road, in a hierarchy (as traditional road planning).
- _ but also classifies the place function, from local places to city or state-significant streets.

Both values can be plotted together on a matrix.

The matrix can be used to show the movement and place value of a street today, and also indicate any desired or predicted change in function in the future.



Matrix from Network Planning and Precincts Guide, NSW Government 2022.

The study area has many distinct sections of road as well as local side streets, each occupying a different position on the movement and place matrix.

Certain sections (e.g around Torrensville Plaza) function more like main streets than main roads.

There are also significant civic spaces like the Thebarton Theatre.

Regenerative Design

After four decades of planning for ‘sustainability’, it can seem that environmental and climate change, and their impacts on our communities, are accelerating rather than moderating... Do we now need a ‘regenerative’ approach to planning and design?

Trish Hansen (Regenerative Expert) defines regeneration as:

‘Regeneration refers to ways of being (working, learning, knowing and living) that revitalise (restore, replenish, reconnect, rehabilitate) ourselves, each other and the places we live (and cherish) on this beautiful planet.’

Whereas a ‘balanced’ social-economic-environmental approach defines ‘sustainability’, a ‘regenerative’ approach to planning and design is now emerging which emphasises the need for positive and restorative change to be achieved for local environments, communities and economies.

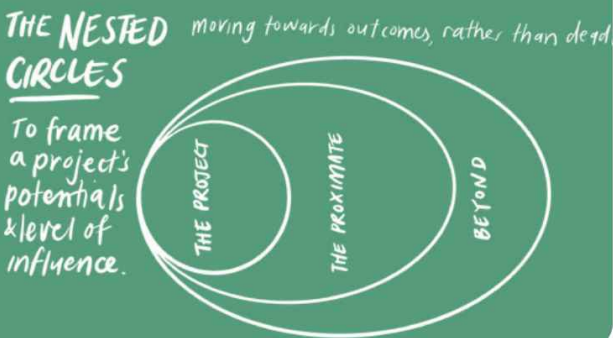
In other words, we can’t just balance or offset impacts against each other, we have to improve on current conditions and do so significantly. We have to ‘do good’ through all of our projects.

Looking beyond the study area

The ‘Nested Wholes’ approach to achieving regenerative outcomes ensures a holistic view is undertaken throughout the process. This involves the following steps:

- _ **Frame the project’s potentials and level of influence:** Consider three levels - The Project, The Proximate, and Beyond.
- _ **Establish the boundaries for each level of influence:** Clearly define the scope and limits for each of the three levels.
- _ **Identify what is unique about each zone of influence:** Assess environmental, social, and cultural aspects within each zone.
- _ **Recognise the highest order of potential for each zone:** Determine and prioritise the greatest potentials within each zone of influence.

Influences between each of the zones can help deliver regenerative outcomes for Henley Beach Road and surrounding communities into the future.





8. Understanding Henley Beach Road

A placed-based analysis of the study area using multiple urban design techniques was conducted.

These are the top three impressions of Henley Beach Road as a whole.

Investigations

From 2023-24 the Jensen PLUS team undertook technical investigations to inform this vision. Refer to the *Investigations Report (July 2024)* for detailed background information.



1. Henley Beach Road has a rich, multicultural feel thanks to the diverse range of eateries and businesses...

... But perhaps more can be done to embed this more formally with public art, singage etc.



2. At most spots along the road, the loud traffic makes it difficult for people to enjoy activities like outdoor dining...

... In contrast the side streets are quite calm and are waiting to be activated.

Some like Jervois Street are already attracting more people.



3. Shopping is a major generator of pedestrian activity...

... However the pedestrian experience needs improving and more activities could be catered for to encourage longer stays.

There are few places to sit and meet for free.





9. The precincts of Henley Beach Road

A deeper analysis of different segments led to the identification of five precincts, each with a distinct character. By understanding different precincts and character, we can target local improvement opportunities better.





10. A closer look at the shopping and dining heart

Further urban design analysis was conducted on the Shopping and Dining Heart of Henley Beach Road to identify key areas for improvement...



33.5% public realm space



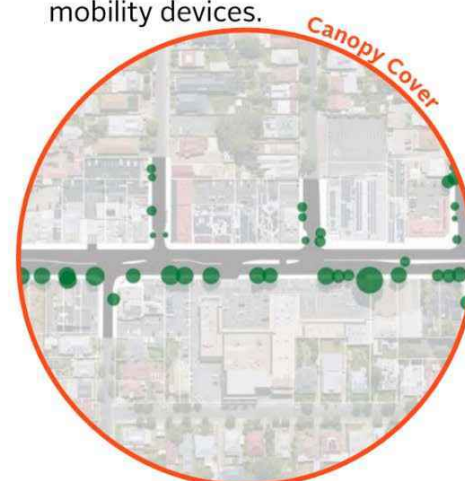
66.1% road space



0.2% green space



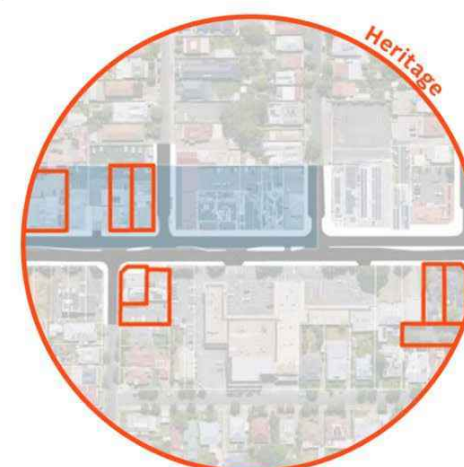
- _ Needs more green space areas like softscape and garden beds
- _ Footpaths in south are less than 1.8m in width at some points. These should be widened to improve accessibility for mobility devices.



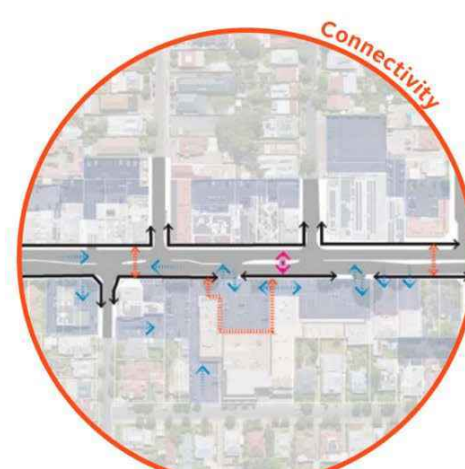
18.8% canopy cover



- _ Numerous large and mature trees which should be well-maintained and protected
- _ Opportunities to increase canopy on corners and side streets



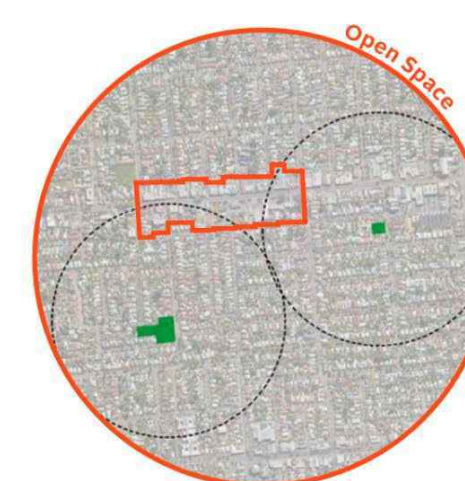
- _ Heritage buildings add character and their tenancies attract activity to the precinct
- _ There is the potential for some to be further activated and contribute more to the public realm



- _ Implementing more crossings, median refuge islands + continuous footpaths over driveways for safer pedestrian movement



- _ High prevalence of active frontages especially on the north.
- _ Torrensville Plaza is not built to street boundary, which detracts from the 'main street feel'



- _ Lack of open space within the precinct needs to be addressed



11. Land use and business analysis

By David Snoswell Property Advisory, Jan 2024

A land use audit of the study area was undertaken in late October 2023 to provide a snapshot of businesses and land use mix along Henley Beach Road.

Following analysis, the following opportunities are proposed...



'Foods of the World District'

Promoting and building on the international cuisines already offered, the district can attract more cafes and eateries.



New major social anchor

There could be an opportunity for a cinema serving the western suburbs. A library / community hub could also be considered. Such social anchors will encourage people to stay longer at Henley Beach Road.



More mixed-use development in the right areas

This could involve a rezoning to extend the **Urban Corridor Zone to Airport Rd.*** Developments should minimise vehicle access along the main road to encourage active frontages.



Activate vacant commercial spaces

Short-term leases to test new concepts can address the high vacancy rate.



Expand visitor accommodation

Taking advantage of the prime location between Adelaide Airport and the CBD.

Other opportunities...

Future development of Torrensville Plaza to include a larger supermarket. The redevelopment is also an opportunity to create more of a 'main-street feel' which integrates with the surrounding streetscape.

Side streets and corner sites may provide best opportunity for attractive outdoor dining locations.

***Note:** Existing zones already permit apartment and mixed use buildings along most of the study area, including the shopping and dining heart.



12. Transport assessment

By Complete Streets, April 2024, Jan 2024

Henley Beach Road plays a role in both moving people and supporting economic activity in West Torrens and Adelaide.

Based on analysis of Henley Beach Road and surrounding networks, there is potential to enhance public and active transport modes to benefit the community and local environment.



Traffic + Road Space

Henley Beach Road handles a high traffic volume. Reducing car traffic is feasible and traffic calming could benefit pedestrians, public transport users and cyclists.

While two lanes of traffic is still required for most of the corridor, pedestrian priority places with wider footpaths and narrower road space could be considered in some precincts. Reduction of traffic speed is also possible in these places.

Slowing speeds and removing on-street parking along Henley Beach road could improve safety and facilitate other opportunities such as footpath widening.

Implementation will require collaboration between local and state government (DIT), with council responsible for footpaths and side streets, and also advocating for community transport needs.



Parking

A centralised, council-run car park within the shopping and dining heart could be a solution to maintain availability of parking close to shops while reducing vehicle movements on Henley Beach Road itself.



Public Transport

Improving public transport is the highest priority for the road.

This could come in the form of **high frequency services, premium stops, low-emission vehicles, priority lanes or potentially trams.**



Pedestrians

Improving the pedestrian experience could lead to more attractive places which entice locals and visitors to support businesses.

Wide footpaths, engaging frontages and safe crossings at the right locations are all required to create a friendly environment.

Careful consideration is also required to ensure good accessibility for users of mobility devices.



Cycling

The current road design makes cycling challenging for most riders.

Separated bike lanes could be considered, but might require sacrificing space for other users.

Upgrading parallel routes like Sir Donald Bradman Drive, or delivering a new "bike boulevard" on quieter streets could be alternatives.





13. Retail and governance Report Card

By Premier Retail Marketing, Jan 2024

The Report Card documents the existing conditions of Henley Beach Road's retail environment across 4 categories.

This was informed in part by survey responses which highlighted issues and opportunities for Henley Beach Road.

RETAIL SCORECARD HENLEY BEACH ROAD

OVERALL SCORE
MEDIUM

GOVERNANCE

PRIORITY
A CO-ORDINATED APPROACH

SCORE

LOW

MARKETING/ PROMOTION

PRIORITY
COLLABORATIVE MARKETING

SCORE

LOW

BUSINESS MIX DEVELOPMENT

PRIORITY
ATTRACT NEW BUSINESSES

SCORE

MEDIUM

STREETSCAPE

PRIORITY
DELIVER THE VISIONING PROJECT

SCORE

MEDIUM

55 business owners + managers and property owners completed the survey

80% of businesses indicated they would join a Henley Beach Road Business Association

Key opportunities:

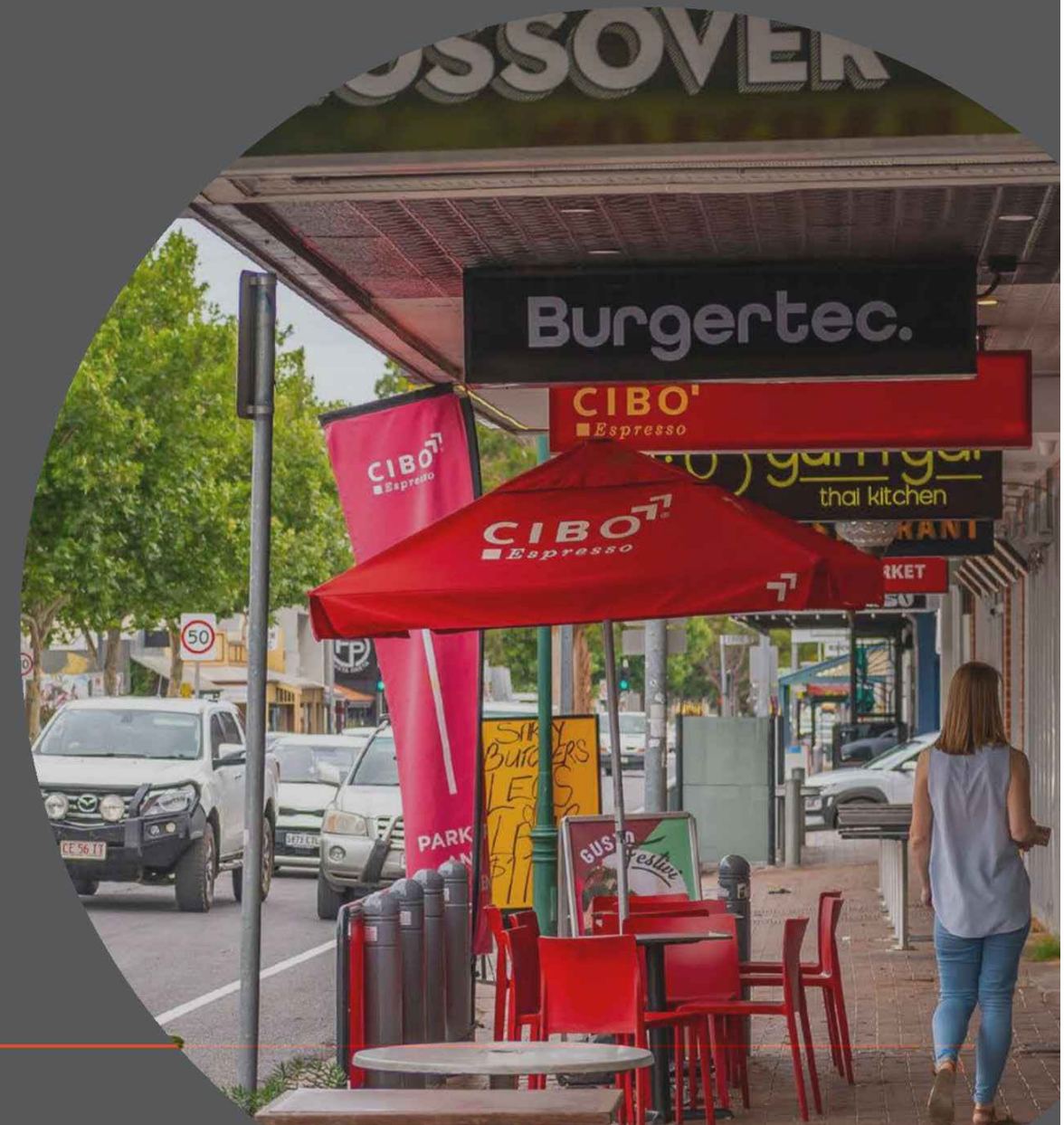
- _ **Develop a brand** and promote its businesses, particularly through online channels.
- _ **Streetscape improvements** should be complemented with building and shopfront upgrades.
- _ **A Business Association** could provide strategic direction, actions and collaboration to build motivation.



14. One Vision for Henley Beach Road

"A cosmopolitan boulevard which celebrates a unique blend of cultures, identity, and stories.

Henley Beach Road is a thriving meeting place for families and friends."



15. Five guiding principles to achieve the vision



1. A great place for people.

A place to go, to meet, and to connect.

Improved streetscapes, activated side streets, greening, comfort and accessibility.



2. Cultural story and identity.

A place of heritage and belonging.

Celebrating stories of multiculturalism and diversity, Kaurna history, historic places, public art.



3. Improve accessibility.

A place that is accessible for all.

Support walkability, cycling, all mobility types, wayfinding, access to public transport.



4. Business attraction and land use mix.

A place where local business thrives.

More visitors and residents, business attraction, improved brand and marketing.



5. A greener, sustainable main street.

A place for now and the future.

Plantings, walkable and water sensitive urban design, public transport, reuse of buildings.



16. Nine big ideas for achieving a thriving, cosmopolitan Henley Beach Road





17. Local opportunities - Airport Rd to Marion Rd (Western Residential)

The precinct can transform into a vibrant corridor with a greater supply of diverse and affordable housing options close to public transport and local shops.



Urban development in the right locations

Encouraging mixed use (commercial, retail, residential) development, on sites where amenity + character can be enhanced.



Streetscape Upgrades

Greener, safer, accessible and attractive streetscapes with new footpaths, pedestrian crossings, seating, signage, and markers.



Walking + Cycling

Implement continuous footpaths at side street crossings.



Green Gateway

Continuous green corridor with landscaped median to improve image of Henley Beach Road.



Grow and Enhance Brooklyn Park Local Centre

Future developments can include ground floor retail which complements the supermarket and local shops.



17. Local opportunities - Marion Rd to Rawlings Ave (Emerging Mixed Use)

Taking advantage of the abundance of mature trees, more improvements to the streetscape will help it become a leading example of a greener, mixed use corridor in Adelaide.



Urban development in the right locations

Encouraging mixed use (commercial, retail, residential) development, on sites where amenity + character can be enhanced.



Walking + Cycling

Implement continuous footpaths at side street crossings.



Streetscape Upgrades

Greener, safer, accessible and attractive streetscapes with new footpaths, pedestrian crossings, seating, signage, and markers.



More Greening

Additional landscaping with elements like garden beds will complement the canopy trees and enhance biodiversity.



New commercial development

New commercial development and business attraction will inject more offerings into the precinct e.g. Corner of Rawlings Road.



17. Local opportunities - Hayward Ave to Shipster St (Shopping and Dining Heart)

The heart of Henley Beach Road could adopt a new name to reflect its identity as a thriving, multicultural main street where people shop and meet with friends + family

Henley Beach Road Visioning Project
Visioning Report

Urban development in the right locations

Encouraging mixed use (commercial, retail, residential) development, on sites where amenity + character can be enhanced.



Streetscape Upgrades

Greener, safer, accessible and attractive streetscapes with new footpaths, pedestrian crossings, seating, signage, and markers.



Side Street Activation

Greening + footpath widening on side streets to attract more businesses and facilitate outdoor dining.



Piazza

New side-street Piazza + meeting place for community and events in the heart of Henley Beach Road. Include public art.



Accessible Parking

Identify a location for a new central off-street car park to service the Shopping and Dining Heart.



Pedestrian Priority Area

Wider footpaths for shoppers + outdoor dining in this precinct.

Slow traffic speeds + consider removing on-street parking + cycle lanes to achieve footpath widening + improve safety.



Upgrade of Torrensville Plaza + surrounding properties.

Opportunity for new mixed use development with a focus on shopping + dining. It should be designed to create a 'main street feel' which integrates with the surrounding streetscape.



Car Park Entry + Pedestrian Crossings

Traffic signals relocated to East Street, integrated with new car park entrance to Torrensville Plaza to improve pedestrian and car access.





17. Local opportunities - Ebor Ave to South Rd (Cultural Precinct)

The precinct can become a culturally rich and significant destination for the City of West Torrens and the even the Greater Adelaide Region.



'Foods of the World' District

Promotion of diverse dining options and attracting more eateries + food-based retail through planning and leasing support.



Streetscape Upgrades

Greener, safer, accessible and attractive streetscapes with new footpaths, pedestrian crossings, seating, signage, and markers.



Thebarton Theatre + gateway (under construction)

The upgraded theatre complex will include a new extension, plaza and event courtyard which will provide a gateway statement into Henley Beach Road from South Road



Major Social Anchors

Encourage land uses that attract people to visit and stay for longer periods of time e.g. cinema, co-working spaces.



South Road upgrade (Torrens to Darlington)

Improvements to the intersection could improve walking + cycling and enable new land uses.



Urban development in the right locations

Encouraging mixed use (commercial, retail, residential) development, on sites where amenity + character can be enhanced.



More Greening

Additional landscaping with elements like garden beds will complement tree canopy and enhance biodiversity.





17. Local opportunities - South Rd to James Congdon Dr (City Fringe Office)

The precinct will continue to prosper as a bustling business precinct on the edge of the Adelaide CBD.



Streetscape Upgrades

Greener, safer, accessible and attractive streetscapes with new footpaths, pedestrian crossings, seating, signage, and markers.



Digital Infrastructure

This could include improvements to services like broadband, enabling businesses to thrive.



Pedestrian Priority Area

Some wider footpaths for shoppers + outdoor dining in this precinct.



Green Gateway

Continuous green corridor with landscaped median to improve image of Henley Beach Road.



Urban development in the right locations

Encouraging mixed use (commercial, retail, residential) development, on sites where amenity + character can be enhanced.



Expand Visitor Accommodation

Taking advantage of the prime location between Adelaide Airport and the CBD.



18. Activation principles to guide implementation

Five activation principles have been developed to guide the focus of implementation activities, which will by necessity take place over several years, and with the input of many individuals and groups.



1.

Vision-led

To achieve this community aspiration, test all projects against this Henley Beach Road Vision, at each stage of project development.



2.

Staged

Begin public realm and property development projects in a focussed area - the Shopping and Dining Heart - to generate momentum and strengthen identity.

Then extend investments outwards over time. Pilot project are encouraged to test ideas and build community support.



3.

Leverage

Leverage public investment (e.g. streetscapes or public transport) to stimulate private investment in new buildings and businesses.

Use public realm investment as an up-front catalyst to encourage private investors to Henley Beach Road.



4.

Achievable

We propose a realistic yet impactful transformation timeframe of 10 years.

Stage projects to a realistic scale for the funding and delivery capabilities of Council and other delivery partners.

Be ready for grant funding opportunities.



5.

Guiding

Establish a design framework for Henley Beach Road with urban design guidelines to shape public realm upgrades over time.

This will help enable staged delivery to a consistent design vision.



6.

Partnerships

Achievement of the vision will take the input and investment of more than the City of West Torrens.

Continue strong engagement with businesses, State Government and community.

As well as a new business group, consider a broad-based reference group to guide the implementation of the Henley Beach Road Vision over time.





Community engagement - community drop-in conversations, September 2024

In person community consultation was held in September 2024 to test the vision, guiding principles and ideas for Henley Beach Road with local residents and businesses.

Community drop-ins were held on Thursday 5th and Saturday 7th September 2024 at locations central to Henley Beach Road.



A 'walk and talk' session took a small group around the central 'Shopping and Dining Heart' of Henley Beach Road. Existing conditions - urban design and land uses - were highlighted and new ideas discussed.

Poster displays of the draft vision and ideas were used to communicate information to interested locals and passers-by.





Community engagement - community drop-in conversations, September 2024

Community feedback...

- (grouped approximately under nine big ideas for achieving a thriving, cosmopolitan Henley Beach Road, plus other themes)

1. Streetscape upgrades supported by community

- Widen footpaths, encourage outdoor dining (with sound barriers?) (several)
- Make streetscape more appealing – like other Adelaide main streets
- More trees, greening, canopy (several)
- Art
- Seats to rest
- Side streets good, level footpaths
- Lighting poor on some sections Henley Beach Rd, some vandalism
- Modernise... but keep it gritty
- Improve the pedestrian experience
- design for equitable access, consider wheelchairs, rest seating, level footpaths etc,
- cleanliness a problem including street sweeping and bins overflowing.

2. Piazza meeting place a good idea

- Piazza (or smaller piazzas) good
- There should be places where kids can play
- Keep access to rear car parks + side streets?
- With toilets?

3. Public Transport Priority Corridor

- More public transport supported, but the mode of transport not clear
- More crossing points near bus stops e.g. Marion-Airport Rds

4. Foods of the world – community love the idea

5. Shopping + Dining Heart a good place to start

- Curate the mix of shops + dining
- High-end shops?
- Wine bars...24 hr economy?
- Need co-working spaces

- Make business rentals cheaper
- New theatre venue at Thebarton Theatre complex
- Cinema?

6. Gateways entrance statement liked...

- But they should be more green
- Or should focus be on urban design first?

7. Do the Business Association, Marketing + Branding first to attract investment

8. Urban Living possible but a balance between density and local character

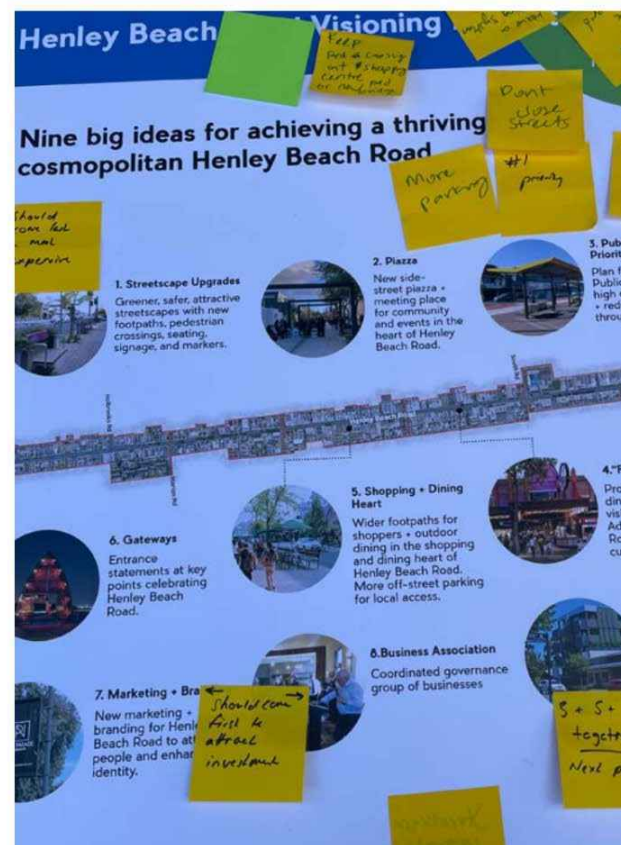
- Concerns about commercial viability, amenity from road noise, aircraft noise
- Set back buildings for urban living
- Keep heritage buildings



Team members were available to discuss concepts and comments were recorded. Community members were also encouraged to complete an online survey.



Community engagement - community drop-in conversations, September 2024



9. Traffic + parking the number #1 issue

but should there be more parking or less? Different views expressed... removing unsafe on-street parking on HB Rd popular... could a new central car park be part of the solution?

- _ Torrensville Plaza car park overflows to side streets
- _ Hard to get out of local residential driveways due to traffic
- _ Slow speed of Henley Beach Road (several)
- _ Don't slow speed? Variable limits?
- _ Accessible parking behind shops – one central car park? (several)
- _ East Street ped crossing and car park signals supported
- _ Improve bike lanes / routes
- _ Remove unsafe parking Henley Beach Road, possibly one lane? (several)
- _ More on-street parking
- _ Impact of crows parking?

Generally positive!

- _ Thanks for listening!
- _ This is great!
- _ The west's "high street"
- _ Go all out!
- _ Torrensville multi-cultural indigenous



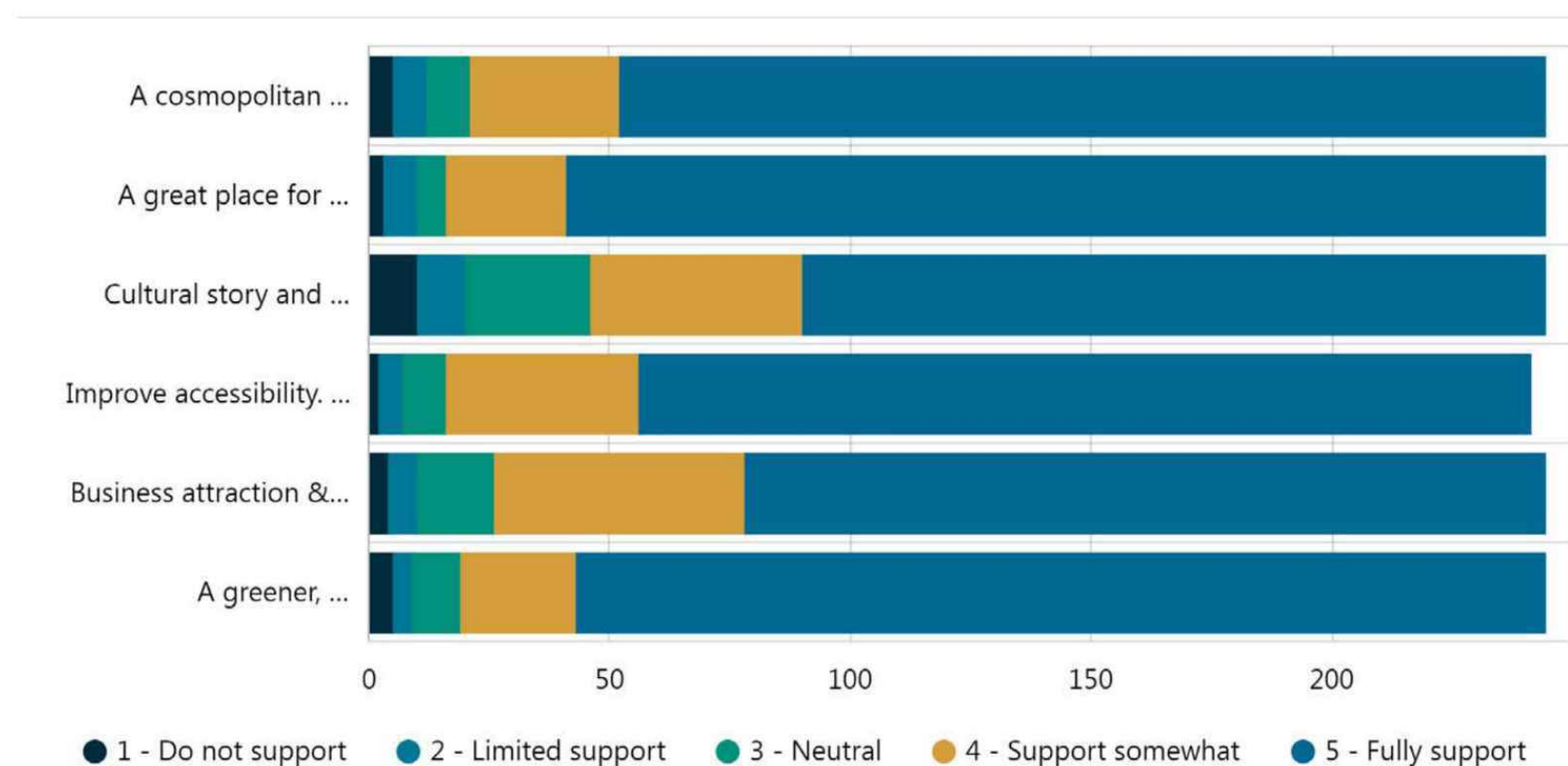
Community engagement - Online Survey

There were 1,369 visitors to the 'Your Say West Torrens' project page for the Henley Beach Road Visioning Project between 26 August and 7 October.

An online feedback form could also be accessed from this page.

Results from the online survey indicate a general support for the Vision and Guiding Principles.

**243
responses!**



Vision

- **78%** of respondents **fully supported** the Vision
- A further **12%** 'supported it somewhat'

Guiding Principles

- All 5 principles **more than 60% of full support**
- Principles ranked by level of full support:

1. 'A great place for people. A place to go, to meet and to connect'. **83%**
2. 'A greener, sustainable main street. A place for now and the future'. **82%**
3. 'Improve accessibility. A place that is accessible for all'. **76%**
4. 'Business attraction & land use mix. A place where local business thrives'. **68%**
5. 'Cultural story and identity. A place of heritage and belonging'. **63%**



Community engagement - Online Survey (cont.)

84 respondents provided detailed comments + ideas with regard to the Vision and Guiding Principles.

37 of these were related to traffic.

Overall, there was a strong interest in reducing car traffic, but levels of support were varied due to various concerns.



Traffic

- _ Out of the 37, **a large proportion of respondents (16) were supportive of bold moves to reduce car traffic to encourage more walking**, such as reducing speed limits or replacing one lane of traffic with pedestrian space.
- _ 11 were more conservative, indicating they would support such moves only if traffic flow was not impacted. **A common idea was to remove on-street parking to improve flow.**
- _ 10 had major concerns about traffic congestion and advised against such moves.

Other common comments

- _ Many respondents voiced the need for alternative and improved parking arrangements. **A new central car park, potentially operated by Council was a common idea. It should be more pedestrian friendly than existing car parks (e.g Torrensville Plaza).**
- _ **Increasing greenery and canopy cover was strongly supported.**
- _ Urban living did not garner much support. Respondents sited the increased traffic it would bring into the area as a concern. Some also viewed it as detracting from traditional character of the 'high street' or 'main street' environment.
- _ Many respondents felt that strategies to **support safer cycling needed to be stronger within the Vision and Guiding Principles.**
- _ Ideas like the Piazza, and facilitating a greater retail mix were viewed positively.
- _ Many respondents were **supportive of public transport improvements**, including the idea of a tram.



Community engagement - Online Survey (cont.)

Respondents were asked to rank the nine big ideas in order of priority.

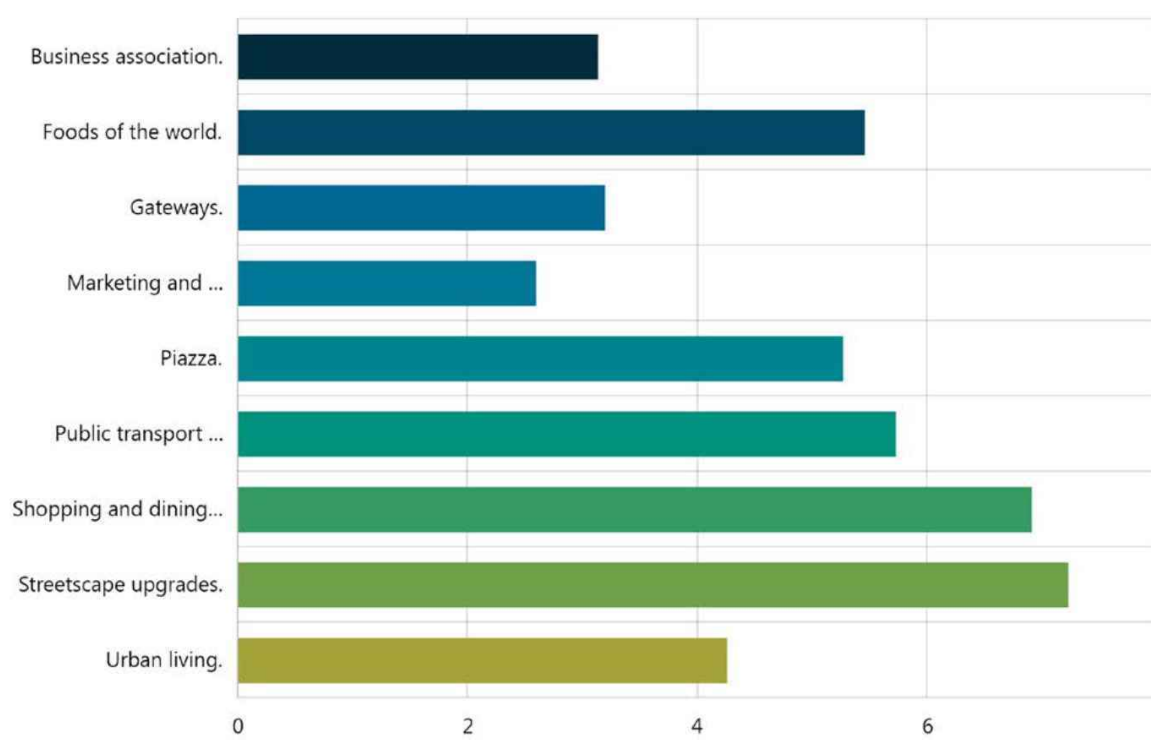
'Shopping and dining heart' + 'Streetscape upgrades' stood out as the top priorities.

Highest priorities

- Streetscape upgrades
- Shopping and dining heart

High Priorities

- Public transport priority corridor
- Foods of the world
- Piazza



Lower Priorities

- Urban Living

Lowest Priorities

- Business association
- Gateways
- Marketing and branding



Community engagement _ Written Submissions

A further twelve written submissions were received. Once again, the overall support for the vision and guiding principles was clear.

Department of Infrastructure & Transport (DIT)

DIT is supportive of the Vision and key elements such as more greening, streetscape upgrades and improving walking + cycling. The following items were highlighted:

- _ Public Transport upgrades are the highest priority for this road.
- _ Operational requirements for this corridor require two (traffic) lanes in each direction.
- _ Management of traffic speed supported in principle where there is prioritisation of place.
- _ Pedestrian safety with new land uses.
- _ Parking restrictions and cycling space to be further discussed in future.

Office of Design and Architecture (ODASA)

ODASA is supportive of the Vision and Guiding Principles. They suggested including the following ideas in the respective principles:

- _ Principle 1: include Crime Prevention Through Environmental Design (CPTED).
- _ Principle 3: should have a stronger mention of cycling and consider recommending a separated cycle path.

- _ Principle 4: incorporate the concept of 'value', highlighting that good street design can attract investment.
- _ Principle 5: mention Biodiversity Sensitive Urban Design.

City of Charles Sturt

The council was very supportive of the project, stating that it would greatly benefit Western Adelaide. Recommendations to achieve success include:

- _ Getting full support and clarity from DIT as to what the future role of the carriageway should be. Likewise for public transport.
- _ Using Spendmap as a way to measure economic activity.
- _ Consider rolling out an economic development strategy alongside infrastructure works.

Businesses and Community Groups

The West Torrens Youth Advisory Council was supportive, particularly of ideas encouraging social connection safety, and safety at night, improving access and amenity, opportunities for open space and recreation and looking to improve nighttime offerings and entertainment.

The Churches of Christ was supportive of the cultural precinct and believed that their plans for Welso align with the Vision.

Businesses wanted to ensure that easy access to parking was still provided for customers. This was also observed in some of the feedback from the community though there was a split between those recommending a central paid parking solution versus maintaining street parking.

There was also concern over the potential disruption for businesses during times of infrastructure upgrades.

General Community

The community in general were supportive of the Vision and Guiding Principles. Some feedback raised included:

- _ The need for more public space and greenery to enhance the streetscape.
- _ Buildings should have better street presence instead of parking in front.
- _ Support for tram and other improvements to help those with mobility challenges.
- _ Gateway treatments not the priority.



Consultation overview

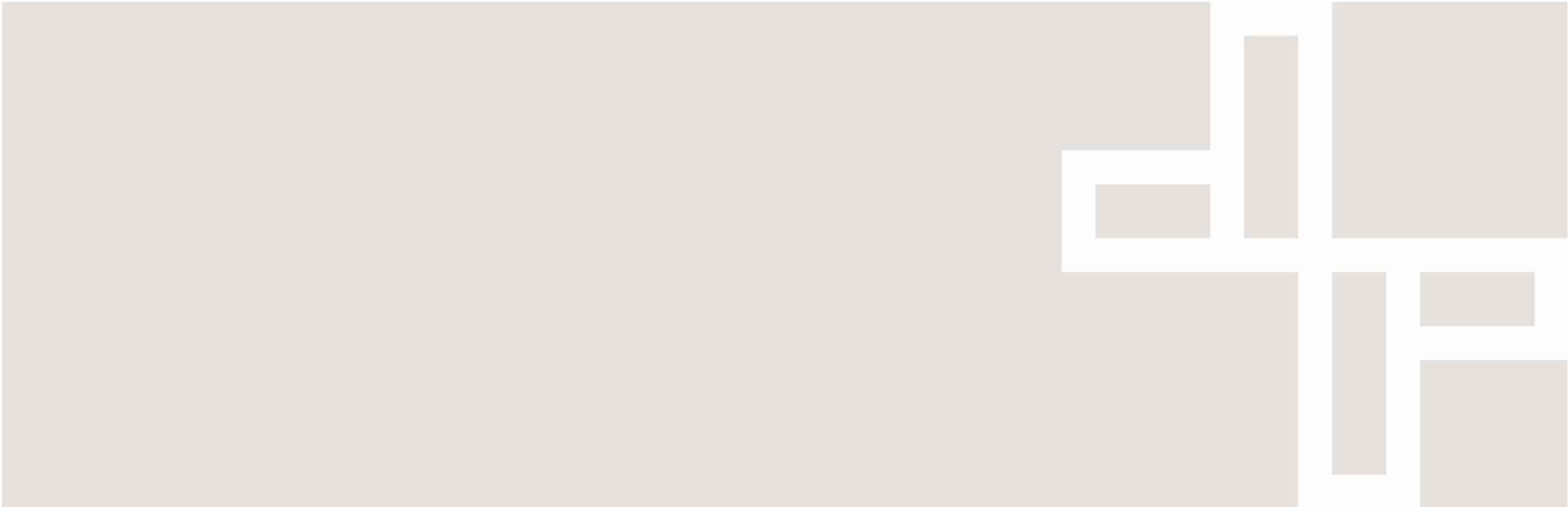
The consultation between August-September 2024 demonstrated an overall high level of support for the Henley Beach Road Vision and Guiding Principles.

- Overall high levels of support for the Henley Beach Road Vision and Guiding Principles.
- Strong support for streetscape upgrades and revitalisation of the shopping and dining heart. Suggestions for activation through retail and hospitality mix, outdoor dining, greening, and pedestrian-friendly upgrades.
- Significant concerns and interest in traffic and car parking, and the options available to resolve existing issues and achieve the Vision. Suggestions included clearways and parking restrictions, road realignments, designated bus zones, reduced speed limits, and new pedestrian crossings.
- Strong support for more green space and trees, and improved maintenance of existing landscaping and streetscapes.
- Support for a public transport priority corridor, foods of the world precinct, and side-street piazza.
- Support for greater focus on walking and cycling, including improved pedestrian crossings, bike lanes, and safety measures, and improved accessibility for mobility devices.
- Mixed views about urban living (especially within the shopping and dining heart). Some concerns included traffic generation, and detracting from the existing character.
- Preference for smaller scale public art in the shopping and dining heart over large gateway entrance treatments at the two ends of Henley Beach Road.





Thank You



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16.7 International Mother Language Day Monument

Brief

This report presents the outcomes of community engagement undertaken on the concept for a monument at Apex Park Reserve to commemorate International Mother Language Day.

RECOMMENDATION

It is recommended to Council that:

1. The *International Mother Language Day Monument - Report on Community Engagement* be noted and received,
2. Council cap its contribution to the development of an International Mother Language Monument at a maximum of \$20,000, and
3. The Administration be authorised to seek additional funding from other sources, including State Government and Commonwealth Government.

Introduction

In July 2023, Council resolved to consider a request from the South Australian Bangladeshi Community Association (SABCA) to install an International Mother Language monument on Council-owned land in West Torrens to recognise all mother languages across the world.

Following a process of concept development and site analysis, in July 2024 Council authorised the Administration to consult the community on the concept of installing an International Mother Language Monument at Apex Park Reserve, with feedback to be provided to Council in a future report.

This report details the consultation process conducted between 30 September and 28 October 2024, and the community feedback received.

Discussion

Purpose

The purpose of engagement was to obtain community feedback on the concept that has been developed to erect an International Mother Language Monument at Apex Park Reserve, West Beach.

Engagement activities

Activities to promote the engagement and gather feedback were as follows:

Activity	Summary	Dates (2024)
Engagement activity		
Your Say page	Online information and feedback collection tools live on Your Say West Torrens .	30 September to 28 October
Promotional activity		
Email	3,325 Your Say West Torrens newsletter subscribers. 68 multicultural and language groups, database collated in collaboration with Business Lead Community Partnerships.	From 2 October

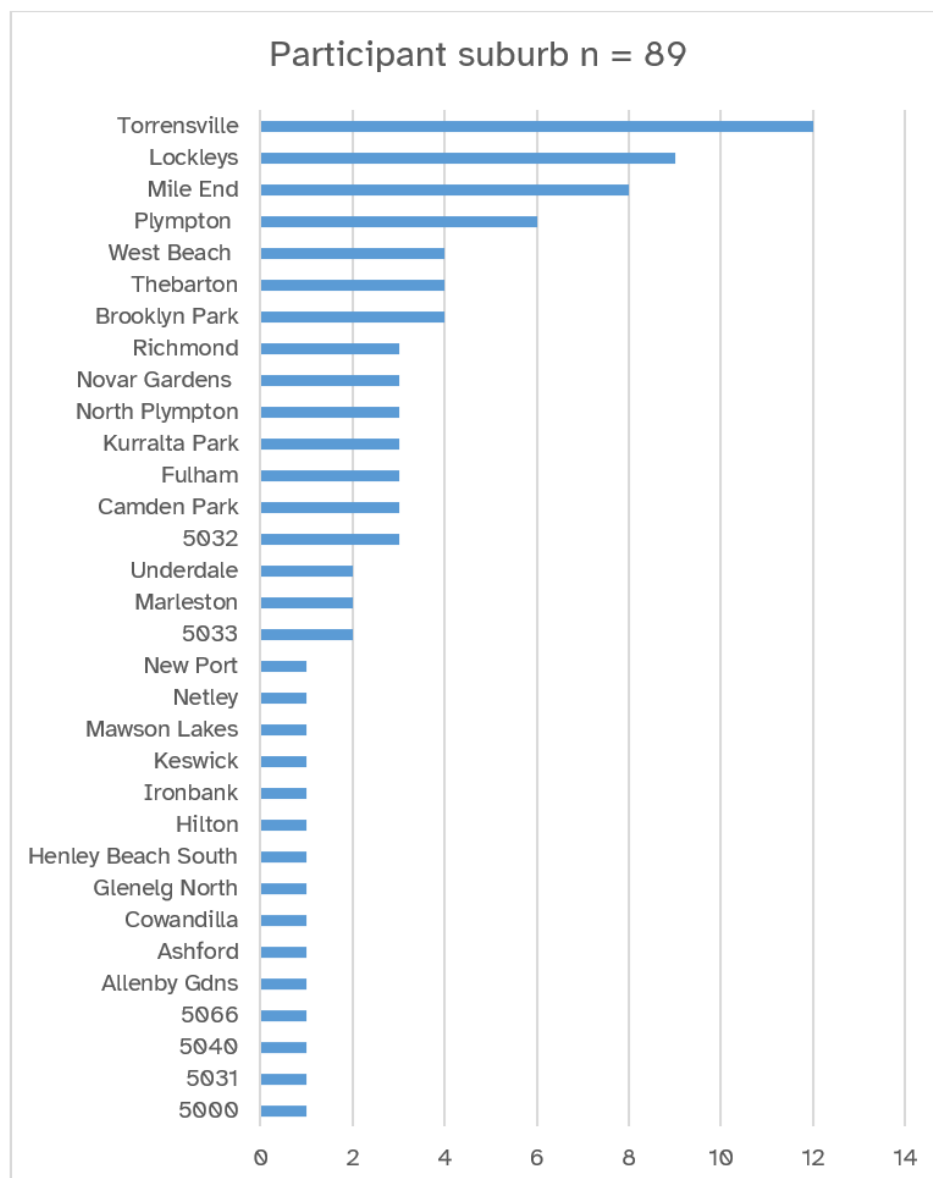
Activity	Summary	Dates (2024)
Signage	2 x corflute signs at Apex Park.	30 September to 28 October

Participation

Participation across all engagement activities during the consultation period was as follows:

Activity	Participation
Your Say West Torrens project page	225 visitors
Your Say West Torrens online feedback form	89 contributors
Emailed or posted submissions	1 (late submission accepted on 29 October 2024 following prior agreement).

Online feedback form contributors were asked to provide their suburb, with results as follows:

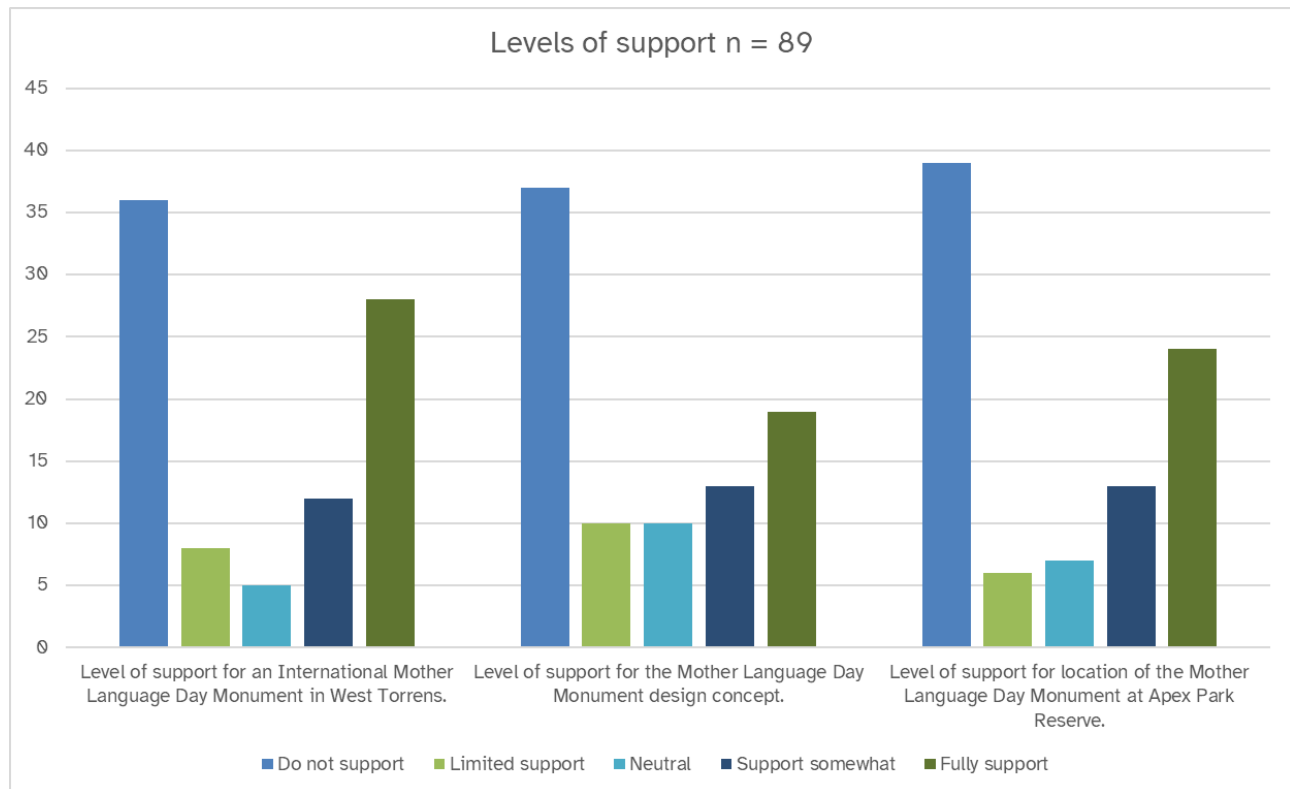


Feedback

Participants were asked to share their level of support for:

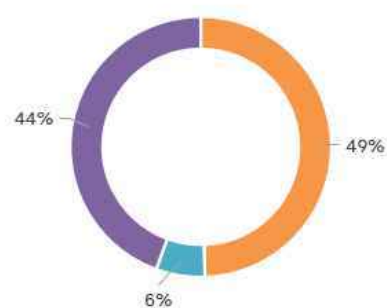
- An International Mother Language Day Monument in West Torrens.
- The proposed Mother Language Day Monument design concept.
- The proposed location of the Mother Language Day Monument at Apex Park Reserve.

The following charts show the results of these questions.

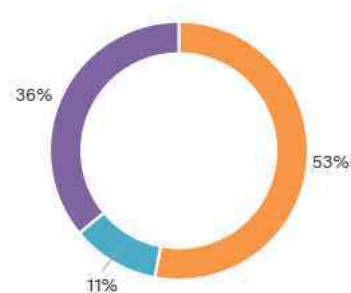


Levels of support n = 89

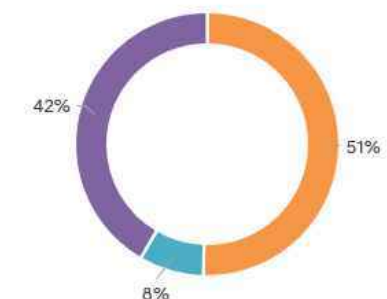
International Mother Language Day Monument in West Torrens



Mother Language Day Monument design concept



Mother Language Day Monument at Apex Park



■ Do not support/Limited support ■ Neutral ■ Fully support/Support somewhat

Main themes noted among comments in favour of the monument were:

- Valuing the symbolic gesture and potential to foster community inclusion. Seeing the project as an opportunity to highlight the cultural diversity of the community and encourage harmony and connection.
- Support for the inclusion of a wide range of mother tongues to celebrate cultural diversity, including First Nations languages, and non-spoken languages such as sign languages.

Main themes among comments not in favour of the monument were:

- A view that the proposed budget is excessive and/or the monument is not a priority for the spend of Council funds that could be used on practical community needs like park upgrades and infrastructure improvements.
- Questioning of the relevance and value of a monument to promoting linguistic and cultural diversity.

One written submission was received on behalf of the Multicultural Languages Committee - an advisory board to the Minister of Education, Training and Skills, and Community Language Schools SA, and was strongly in support.

On the basis of the feedback raising concerns regarding the cost of the proposed monument, it is recommended that Council caps its contribution to a maximum of \$20,000, with additional funding to be sourced from other sources including State and Federal Governments.

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.

As this report is limited to administrative matters, there is no climate impact.

Conclusion

This report presents findings of community engagement undertaken on the concept for a monument at Apex Park Reserve to commemorate International Mother Language Day.

Feedback collected shows mixed support for the monument among consultation participants. Value for money and cost to Council were key themes among comments provided by participants expressing limited or no support for the monument.

Attachments

1. International Mother Language Day Monument - Report on Community Engagement



Your Say | West Torrens

International Mother Language Monument Concept

Report on Community Engagement

5 November 2024

Contents

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2. Purpose and scope of influence	1
3. Engagement process.....	1
4. Participation	2
5. Online form feedback.....	2
6. Written feedback.....	4
Appendix A: Respondent comments	5

1. Background

In July 2023 Council resolved to consider a request from the South Australian Bangladeshi Community Association (SABCA) to install an International Mother Language monument on Council-owned land in West Torrens to recognise all mother languages across the world.

Following this resolution, Council staff undertook research and concept development toward determining an appropriate site and form for the monument, as well as indicative fabrication and installation costs. [This work was received by Council on 16 July 2024](#), and the Administration authorised to:

"consult the community on the concept of installing an International Mother Language Monument at Apex Park Reserve, with feedback to be provided to Council in a future report".

Council also resolved to seek State and Commonwealth funding toward the monument's estimated \$100,000 (excl GST) cost, and continue to liaise with SABCA on the project.

Consultation was open from 30 September to 28 October 2024.

2. Purpose and scope of influence

The purpose of engagement was to obtain community feedback on the concept that has been developed to erect an International Mother Language Monument at Apex Park Reserve, West Beach.

Engagement activities provided clear information describing the Mother Language Monument concept and background, and invited community feedback on the concept inclusive of rationale, form, and siting.

Feedback collated in this engagement report will be provided to Council to inform future decision making in relation to the Mother Language Monument.

3. Engagement process

Activities to promote the engagement and gather feedback were as follows:

Activity	Summary	Dates (2024)
Engagement activity		
Your Say page	Online information and feedback collection tools live on Your Say West Torrens .	30 September - 28 October
Promotional activity		
Email	3,325 Your Say West Torrens newsletter subscribers 68 multicultural and language groups, database collated in collaboration with Business Lead Community Partnerships.	From 2 October
Signage	2 x coreflute signs at Apex Park.	30 September - 28 October

4. Participation

Participation across all engagement activities was as follows:

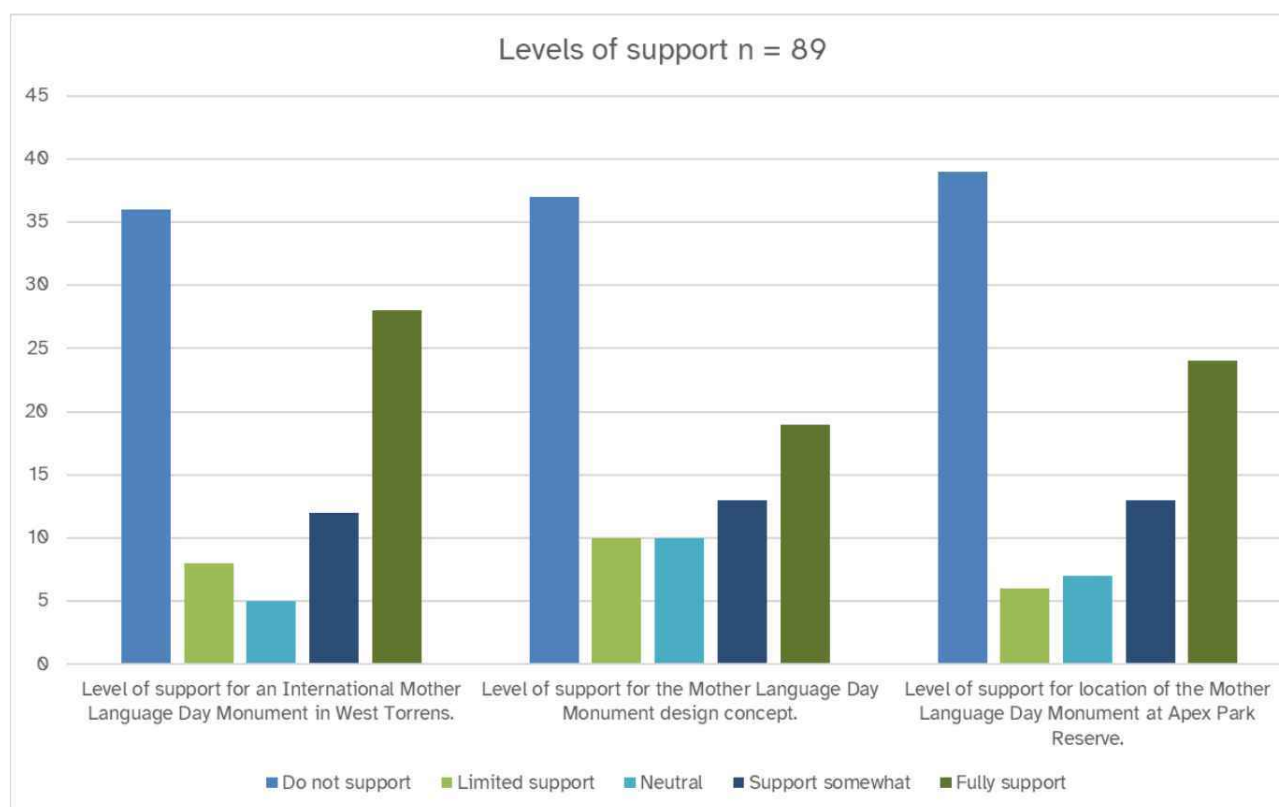
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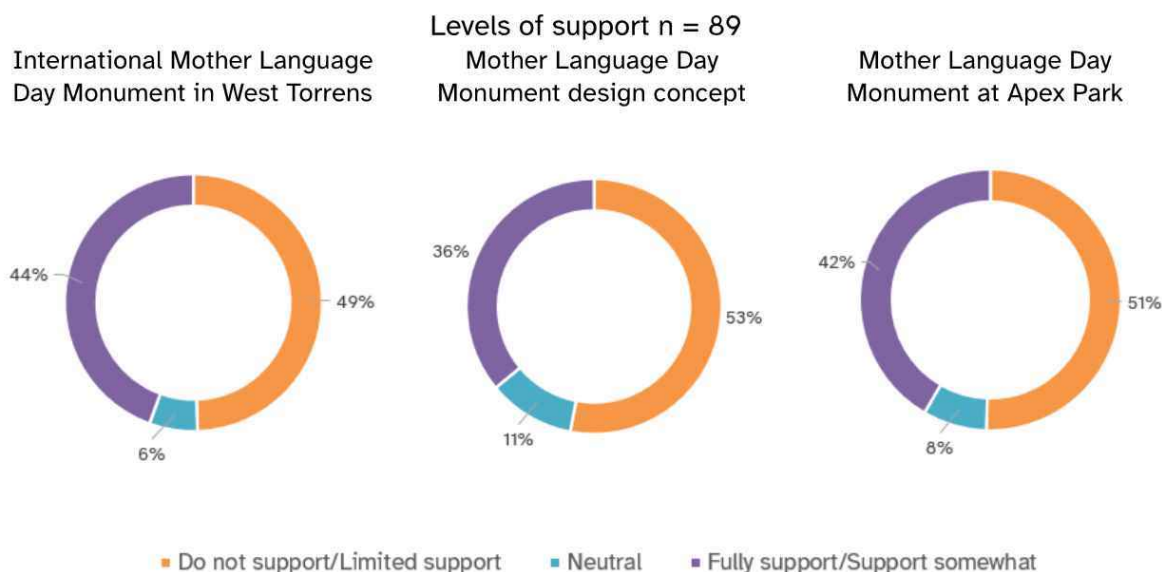
5. Online form feedback

Participants were asked to share their level of support for:

- An International Mother Language Day Monument in West Torrens.
- The proposed Mother Language Day Monument design concept.
- The proposed location of the Mother Language Day Monument at Apex Park Reserve.

The following charts show the results of this question.





Respondents were asked to share reasons their level of support overall .

Main themes amongst comments in favour of the monument were:

- Valuing the symbolic gesture and potential to foster community inclusion. Seeing the project as an opportunity to highlight the cultural diversity of the community and encourage harmony and connection.
- Support for the inclusion of a wide range of mother tongues to celebrate cultural diversity, including First Nations languages, and non-spoken languages such as sign languages.

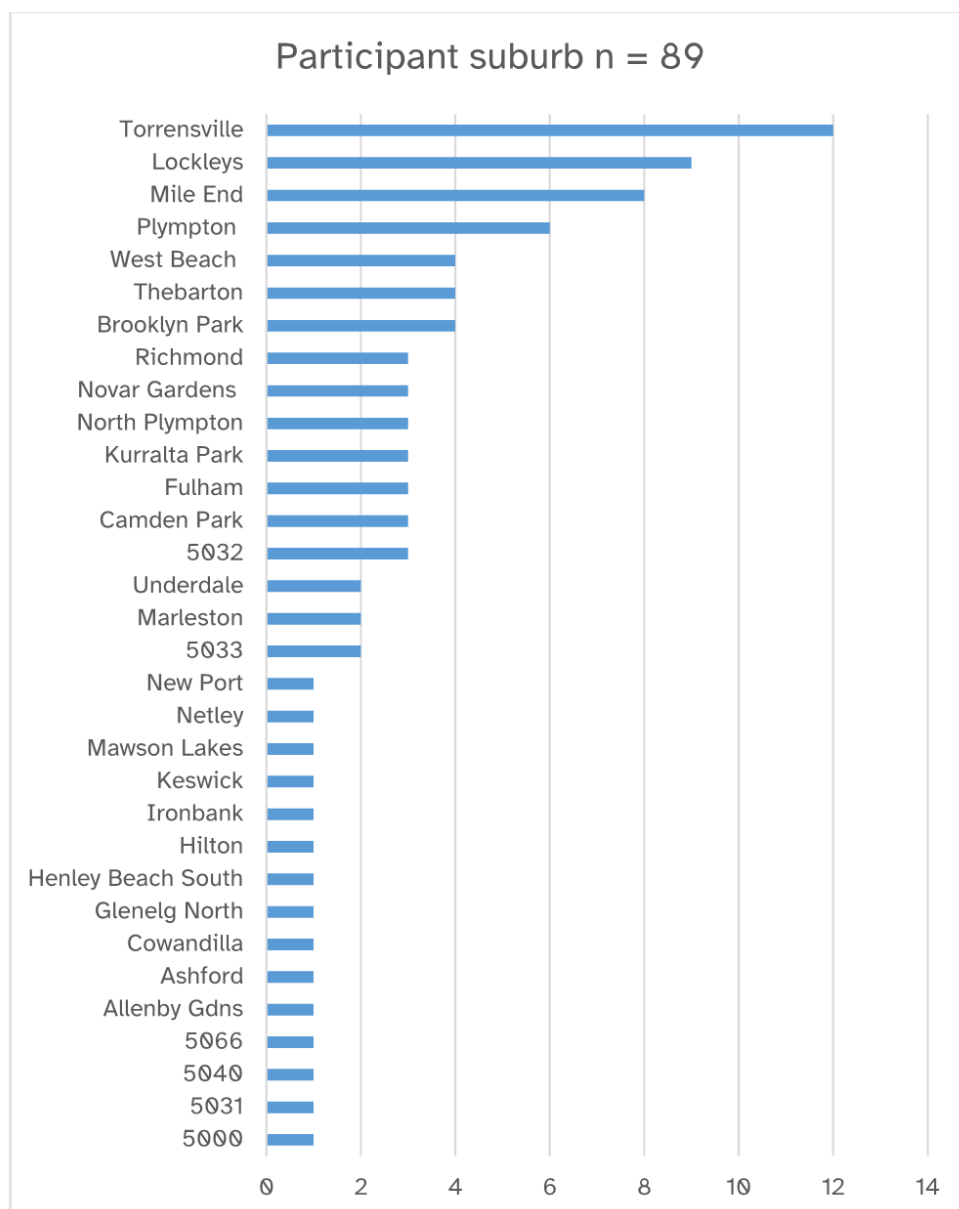
Main themes amongst comments not in favour of the monument were:

- A view that the proposed budget is excessive and/or the monument is a waste of Council funds that could be better spent on practical community needs like park upgrades and infrastructure improvements.
- Questioning of the relevance and value of a monument to promoting linguistic and cultural diversity.

Some comments included specific critiques or suggestions relating to the monument design, and several comments indicated that Apex Park was not a suitable location as the monument would not be seen, did not fit the park's purpose, or would not be representative of the local community.

All comments recorded are attached in Appendix A.

The following chart shows results of a question asking participants to provide their suburb:



6. Written feedback

One submission was received via email on behalf of both the Multicultural Languages Committee - an advisory board to the Minister of Education, Training and Skills, and Community Language Schools SA. The submission was accepted on the day after the close of consultation following prior negotiation.

The submission expressed strong support for the concept as an initiative to promote cultural and linguistic diversity to foster tolerance, understanding, and respect, and further noted:

- The monument is consistent with the City of West Torrens Public Art Strategy theme 'Heritage of People and Place'.
- Colour and design elements should complement the environment of the site context.
- Consideration should be given to the safety of the monument, especially for children, and given the nearby water body.

Appendix A: Respondent comments

Comments in support

Main themes:

- **Value of cultural and language diversity**
- **Benefits the community**

Value of cultural and language diversity

- It is a great idea and design to celebrate and acknowledge cultural and linguistic diversity.
- It needs to promote the valuing to maintaining home languages.
- The proposal draws on a relevant and meaningful theme and the importance of cultural diversity, languages and connection- and the origins of International Mother Language Day.
- So important that we acknowledge and respect cultural diversity in South Australia. Fundamental to this is the promotion of heritage languages and of additional language learning.
- This looks great and the area needs more public art, particularly art celebrating diversity and peace.
- Love the idea and value the symbolic gesture, especially for this council area with so many mother languages. I would like to know that the location suits the Bangladeshi community, since this was their instigation. I'd also like to know what the funds are being pulled from.
- This is another opportunity for West Torrens to highlight the diversity of its population and goes towards creating harmony, encouraging people's linguistic upbringing and differing cultures

Benefits community

- Sounds like a great idea. Anything that brings people together can only be good for all in the community. Hopefully the monument would be pleasing to the eye and contribute to the peaceful environment of the Park.
- I agree with this as a community project of inclusion to all types of family structures
- This is an area well trafficked and many can view the monument.
- I'm a linguistic person coming from another country.

General/other

- Sounds like a good idea.
- The idea is great. I am not sure about the monument itself as I am not finding it that has a link to mother tongue. It doesn't say anything to me. My first language is Spanish and I love the idea, what I am not sure is the expression of the idea.
- By all means use their birth languages, at the same time making good efforts to communicate in the language of the country which has accepted them as new residents.
- Thank you anyway for the concept and the project. I think is great.
- I think this is a great concept, I just hope the federal government contribute to the cost.
- Great idea, great location
- Take a survey of the different languages people have in the area to include as many local languages as possible.
- The monument should appeal to the "mother tongue".

Comments not in support

Main themes:

- **Concerns with cost, especially in light of cost of living and rate increases.**
- **Cost outweighs community benefits.**
- **Poor use of rates/taxes which could be directed to areas of greater need.**
- **Recognising cultural and language diversity in this way is not important.**
- **Recognising cultural and language diversity in this way is not a responsibility of Council.**

Cost concerns/costs outweigh benefits/poor use of rates

- Ratepayer and tax payer funds would be better spent maintaining and enhancing existing assets including providing increased sun shading at children's playing and recreational facilities, thereby reducing the incidence of sun burn and potential future skin cancers.
- I feel that this is a complete waste of money and serves no purpose other than to appease the 'woke' brigade. How about spending the est. \$100K+ to make a difference to disadvantaged people e.g. homeless people or organisations such as Foodbank.
- \$100,000 is a lot of money to spend on a Monument.
- Many families in CWT are struggling to feed and clothe their families and pay energy costs, rent etc. I think a much smaller amount of money would be better spent on a ceremony and celebration focussing on Mother Language. This could be held in a park in CWT area with families invited to a free event.
- Not sure why money needs to be spent on this. The monument looks abstract and uninviting. Rather see money spent on nature playground for kids. If you must, name the playground in honor of this day.
- \$100,000 on this during a cost of living crisis is outrageous to try and justify.
- "In times where cost of living is becoming important, the council needs to spend on needs and not wants as most ratepayers are doing currently.
- Can you advise me the following:
What are the tangible benefits that the ratepayers will receive by the construction of the monument especially in terms of promoting one's mother tongue which should be the primary responsibility of the parents and the family. ?
- While I appreciate the availability of public artworks, given our recent 5.99% rate increase, I cannot support such expenditure for the proposed project."
- Waste of money
- Council should direct rate payers funds to such things as reducing rates and storm water remediation, not wasteful projects such as this!
- I believe there are more important things for the council to spend our money on.
- "A waste of money.
- Money should be directed into other more practical purposes. Upgrades of parks more generally would have broader community benefit.
- Waste of money. Fix the Brickworks entrance problem
- I think a monument is a waste of Council \$\$.
- In these difficult times I'm sure \$100,000 could easily be put to way better use.
- Money can be better spent on worthwhile causes. This is a waste of money."
- I think that amount of money could contribute towards addressing some run down suburbs over a few plaques that only a small amount of people may view or visit.

- "I object to council wasting rate payers money on something like this. Not do I consent to my rates being used for this purpose.
- The money will better serve the community by creating a scholarship program to promote cultural diversity and children being able to continue their mother language studies, thus ensuring preservation of language in future generations"
- "I believe the council could spend the money on many other requirements. Ie fix the disaster that is Birkalla Terrace withcats parking on both sides of the road"
- Suggest concentrate on controlling our council costs and minimising annual rate increases.
- An expensive concrete blob in an obscure public park will have no effect on language. Why waste ratepayers money on a vanity project which will quickly be forgotten.
- Given that the Apex park redevelopment isn't even complete as per the plans that were distributed to the local community including another toilet block and nature playground. The council should be focussing on competing these promised plans and the redevelopment rather than waste over \$100,000 of our taxpayer money on another pointless piece of artwork.
- If every one in the world spoke the same language (and only the same language) there would be much better understanding!
- Waste of taxpayers money.
- During a difficult economy, residents of this council would expect a better use of financial resources. If this monument is important to those communities, they should provide full funding themselves without burdening ratepayers.
- "I believe in people keeping alive their mother tongue but a monument is ridiculous Where does this stop !!! We can use the money more wisely elsewhere"
- Why isn't UNESCO paying for it?"
- It is tiring that our money is being spent on initiatives that give little back to the actual community.
- The money would be better spent educating the community about Australia traditional values, what it means to be Australian.
- "Total waste of time, effort and money.
- Concentrate on bringing down costs overall, therefore reducing rates, taxes and levies charged on properties.
- Bring down our rates."
- "AGAIN - councils getting involved (spending rate payers money) for no real benefit.
- Just a complete waste of money.
- I think that WTCC should be conserving spending where possible in order to reduce the burden on the rate payer, instead of looking for ways to just spend rate payer dollars. This is an easy one to strike off the list, it doesn't really add any value to the service we get from WTCC as rate payers. I also don't believe a monument is the best value way to pursue this cause.
- what a waste of \$\$ when holbrooks road needs urgent repairs
- Cost would be a large factor. I think council could spend better in other areas.
- On the other hand, the proposed monument, while well-intentioned, may not resonate with the majority of park users. Monuments often serve a symbolic purpose, but if the community does not feel a strong connection to it, the resources spent on its construction could be seen as wasteful. The funds, time, and effort dedicated to the monument could instead be allocated to projects that enhance the park's functionality and accessibility, such as expanding the playground, adding more seating areas, or improving the sports facilities.
- Moreover, the maintenance of a monument can also be a long-term financial burden. Unlike recreational assets that provide ongoing value through regular use, a monument might require upkeep without offering the same level of community engagement or utility.

Recognising cultural and language diversity not important/not a Council concern

- This is more political correctness BS
- I don't feel there will be much appreciation for it, or that it will contribute to more people retaining their use of their mother language.
- Why is the council taking the initiative on this project? Should it not be left to the State government as the Bangladeshi group is a state based group?
- The fact that the council is even proposing this project gives me the feeling that currently you do not have sufficient important and relevant work to keep your staff busy.
- "I doubt more than 1% of the WTC community has ever heard of International Mother Language Day and it does not excite me as a reason for the installation of a very expensive piece of art.
- There are hundred and thousands of languages and dialects, do we succumb to all requests and demands. Are you appeasing to a few at the cost of the majority of ratepayers.
- This has nothing to do with Council. Focus on delivering low cost high quality services to ratepayers and forget about meddling in matters at a State, National and International level. If Council wants to do this then sequester the payments to Councillors and see if they like to have their remuneration reduced given that this is what you are doing for every ratepayer - taking their money to engage in your flights of fantasy.
- I do not see What this offers to all the communities
- Is this really need and does it contribute to our community?"
- I don't think this is a worthwhile cause to create a monument for, and there are more important things you could create a monument for
- Your business plan acknowledges the diverse natural of languages spoken by residents. No more ""pandering"" is required."

General/other

- There is nothing worse than flat, open, concrete spaces and chunks of hot metal, on bright sunny days."
- "Do not support.
- It is a bit of rather uninspired plonk art. You could do better.
- "I do not under the reason behind the monument. I can not understand how a monument in a park can represent 'Mother language' or a Day about it.
- The location make no sense, a monument need be seen, to promote awareness of linguistic and cultural diversity and multilingualism , why put in the middle of a park.
- Is this monument going to unique or cloned around multiple suburbs, like the ones in other states.
- It appears from the information provided that several established trees will need to be removed for this monument. These trees were planted just a few years ago when Apex Park was re-developed. It is for this reason that I cannot support this current plan.
- The necessity for this monument needs to be weighed against what this park actually needs. The park is a community-based area where, at peak periods, the number of people at the park outnumbers the available assets, including the basketball court, tennis court, playground, barbecue area, etc. Currently, the park struggles to accommodate the high volume of visitors, leading to overcrowded facilities and a less enjoyable experience for everyone. Investing in additional recreational assets would directly address these issues, providing immediate and tangible benefits to the community.

Mixed/other comments

- It would be good to know how the monument will be maintained over time. What materials will be used to ensure durability, sustainability and how will the landscaping and physical components be cared for in the long term?"
- Please make sure the Kurna language is included.
- Does the concert also include First Nation languages?"
- I think it's a great idea to promote cultural and linguistic diversity. I would love to know if any consideration has made into making the proposal accessible to members of the Deaf Community or consulting with them on this idea. There are many sign languages used both within Australia and internationally and I feel the idea of wanting to promote inclusion should extend to them too, as it appears the consideration is only for spoken languages?
- The words mother tongue and references to spoken language quite exclusive. What about people from different backgrounds who use American Sign Language ASL or British Sign Language BSL I think the reference to language needs to be broader than spoken. How will people who are blind be able to interact and appreciate the design, is it exclusive for people who are seeing?
- "It is a rather overused concept to have a word in many languages to commemorate an event/space or advertise a product. Although the monument is to recognise our community's first languages, are there any alternatives which could be used eg graphics or images? If the idea of the words in various languages is non-negotiable, here are some issues to consider:
- "Many languages" is very vague. Is it possible to use the 2021 Census data to determine the languages spoken by residents in West Torrens so that the monument is more meaningful ?
- Literal translations of words can often be problematical. Please ensure that there is wide consultation with people who speak the chosen languages as their first or preferred language to ensure the words are appropriate. I think "mother tongue" could well prove tricky and is now a little outdated when referring to first language acquisition. I would rather have no words than inappropriate or inaccurate words. Perhaps a linguistic expert could be called upon to consult on this project? Words that are not written using the roman alphabet will not be able to be read by people who are not literate in that language unless the words are romanised or written in both the script and the romanised version eg 平和 heiwa - Peace (Japanese)
- it would be good if weather conditions are considered for the seating...vulnerable people easily burn themselves on hot seating. I appreciate building some kind of shelter for rain would be cost prohibitive.
- I'd like to see a more explicit Indigenous Mother Tongue language component with associated consultation and involvement.
- "How many people will see this sculpture in a sports park? but encouraging art in sports spaces, is a good thing.
- While the sentiment behind the monument is understandable, it is crucial to consider whether it aligns with the community's immediate needs and priorities. By focusing on projects that directly improve the park's infrastructure and amenities, we can ensure that the resources are used in a way that maximises their impact and benefits the greatest number of people.
- The material can easily remove Graffiti. Is the art installation hole facing the sea as people will sit on this to try and take a nice photo. Is the surrounding area going to be concreted as dogs will do their business next to it. Will there be a signage to explain. Is there a large cultural orientated population at West Beach. Have you consulted with the surrounding residents as young people will bang on this in the middle of the night and if it is hollow it will make a noise.
- I believe that new residents need to be prepared to assimilate into the society of their new country and yet at the same time, retain the cultural mores and traditions of their birth country within the laws of the country accepting them as residents.

- "There are in excess of 110 nations that have immigrated to this fabulous country. Are we going to acknowledge and by what method are we to do that on this monument?
- There is also the First Nations people and their mother tongue , are we to include the total of the clans /tribes/nations in the monument. It must be clarified.
- Completely understand the concept of maintaining mother language alive, but must be equitable for all who are descendants and peoples of this land. We must have an equal representation , not just a select ethnic group."
- I like words etched in concrete or plaques.. peace is good, could also considered "connection/connected" "community" "together".
- I think it's a great idea. I live locally and there are lots of different people of different backgrounds that use Apex Park. However, the budget seems very high. I hope it does not come at the cost of other developments to Apex eg: making it possible for cars to turn right out of the car park onto Burbridge heading West...
- I hope that First Nations mother tongue languages will be represented.
- This is wrong are.
- It should be placed near the brickworks due to the Italian and Greek and indigenous pop of the City.
- Apex park to me is not suitable.
- I would prefer to see family names from all countries including indigenous and early settlers on pavers or plaques. Multi flags all joined together or a statue like at the migration museum [a man baggage in hand with family]

16.8 Multi Unit Dwelling Waste Pilot Project Final Report

Brief

At its 23 March 2021 meeting, the City Facilities and Waste Recovery General Committee resolved that a pilot be undertaken to determine the most effective interventions to improve source separation of waste in Multi Unit Dwellings (MUDs), subject to appropriate funding being provided in Council's 2021/22 budget. This report presents the final report and findings of the MUDs Pilot Project undertaken in partnership with the City of Charles Sturt, East Waste, and Green Industries SA.

RECOMMENDATION

It is recommended to Council that it:

1. Receives the Multi Unit Dwellings Pilot Project Final Report;
2. Notes the recommendations of the report;
3. Notes that the report has been forwarded to Renewal SA to help inform the development of the former Brewery site at Thebarton;
4. Notes that the report will be forwarded to the Environment Protection Authority for consideration as part of the review of the *Environment Protection (Waste to Resources) Policy 2010* that is currently underway (see further report);
5. Advocates to the Minister for Planning, the Hon Nick Champion MP, to consider additional policies in the Planning and Design Code to ensure MUDs incorporate mechanisms into development designs from the early planning of Multi Unit Developments.

Introduction

The City Facilities and Waste Recovery General Committee, at its meeting on 23 March 2021, approved that a pilot be undertaken to determine the most appropriate interventions to improve source separation of waste in MUDs. The project was undertaken in partnership with the City of Charles Sturt, East Waste, and Green Industries SA. Green industries provided 50% funding and the remainder was split between other participants. Council's contribution was approximately \$26,000.

Discussion

MUDs typically have poor levels of source separation, landfill diversion and recycling contamination and are becoming more common with the State Government's urban infill policy measures. This project was initiated to identify ways to increase source separation of recyclables and food waste, reduce contamination, and lower landfill volumes in MUDs.

The project took a scientific approach that included research of best practice interventions, engagement with focus groups, and the running of a pilot project to obtain location specific data. The pilot project included educating residents and the provision of a kitchen caddy, as well as resident engagement and monitoring and measurement of waste, recycling and organic streams before, during and afterwards.

Eight MUDs were selected to participate in the pilot, which included two older style MUDs within the City of West Torrens (Chatham Road, Keswick) serviced by Council's three-bin system (shared by residents). Newer and larger MUDs from the Bowden development were also included, which provides similar built form to what might be expected in the former Brewery site at Thebarton.

Key findings of the pilot project include:

- Average food separation efficiency increased significantly after the introduction of basic equipment and information (from a very low base - food separation at 3% at commencement);
- MUDs are unlikely to ever perform as highly as single dwellings;
- Incentives are unlikely to be enough of a motivation to change behaviour long term.
- Direct financial considerations (e.g. more transparent service costs, contamination charges) are likely to have more ability to influence behaviour. Some buildings enquired whether waste management costs could be reduced if they reduced the number of landfill bins they had onsite.
- Physical design of the building and waste system is likely far more important than can be measured and highlights the importance of strong processes during building design and the development approval process.
- Considering the life of a building, Councils need ways to have greater influence on the design of a waste management system before construction of a building to embed equal access to all three waste and recycling streams.
- Contamination in FOGO bins is a significant issue and the relative impact of contamination in bulk bins is much higher to kerbside bins, therefore strong mechanisms to address this are required.
- Engagement with MUD residents is challenging and councils do not currently have convenient ways to engage with them.

Council is actively involved in the development of the former Brewery site at Thebarton and is providing significant input to Renewal SA across numerous areas, including waste management. The Brewery redevelopment provides a unique opportunity to provide an exemplar for waste management in MUDs and the findings of this report will help Council to advocate for this outcome. The attached report has been forwarded to Renewal SA to help inform the Brewery development.

Completion of the pilot project coincides with the Environment Protection Authority (EPA) consulting on future regulatory settings through a review of the *Environment Protection (Waste to Resources) Policy 2010*, to improve waste management outcomes across South Australia. The attached report will be forwarded to the EPA as part of Council's submission to the consultation (see other report).

Exploring ways to improve the performance of MUDs will have significant benefits and wide-reaching relevance across metropolitan Adelaide as housing density continues to increase. It is also recommended that Council advocates to the Minister for Planning, the Hon Nick Champion MP, to incorporate waste management techniques into MUD developments.

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.)

Increasing diversion of waste from landfill will reduce greenhouse emissions associated with waste disposal in the City of West Torrens.

Conclusion

The MUDs Pilot Project has provided Council with considerable information as to the current waste management performance of MUDs and possible methods to improve diversion of waste from landfill from these types of developments.

Council will use the outcomes of the project to advocate for policy and legislative change with State Government, improve waste management advice and outcomes for future MUD developments in the Council area, and to inform future Council waste service improvements.

Attachments**1. Multi Unit Dwelling Waste Pilot Project Public Report**

MUDS PILOT PROJECT

PUBLIC REPORT

CITY OF CHARLES STURT, EAST WASTE &
CITY OF WEST TORRENS



Document verification

Date	Version	Title	Prepared by	Approved by
26/09/24	V1.0	MUDs Pilot Report Draft	K. Le Gallou	K. Heinrich
07/11/24	V1.1	MUDs Pilot Report Final	K. Le Gallou	K. Heinrich
13/11/24	V1.2	MUDs Pilot Report Public Report	K. Le Gallou	K. Heinrich

We acknowledge the Kurna people of the Adelaide Plains as the traditional custodians of the land on which we live and work. We respect their spiritual relationship with Sea and Country and acknowledge their Elders – past and present. We also pay our respect to the cultural authority of Aboriginal and Torres Strait Islander peoples from other areas of South Australia and Australia.

Important notes

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Executive summary

Multi-unit dwellings (MUDs) are sites with multiple apartments or units that exist within one property boundary. MUDs are becoming more common as residents across metropolitan Adelaide seek to live and work near education, shops, entertainment, open space and public transport. Housing affordability and limits on land in inner city suburbs are also driving the trend towards MUDs.

MUDs typically have a lower waste and recycling performance than single unit dwellings (SUDs), including poorer levels of source separation, landfill diversion and contamination of recycling streams.

East Waste, in collaboration with the City of Charles Sturt and the City of West Torrens, engaged Rawtec to undertake research and a pilot aimed at improving MUDs performance – with a focus on increasing food waste recycling levels. This research was funded with support from Green Industries SA.

Research Phase

Background research findings

The first stage of the project was background research to identify potential behavioural change interventions to test in the pilot. This stage included:

- Research on best practice MUDs from across the world and the strategies adopted to increase their performance.
- A summary of behaviour change strategies that may be (or already have been) adopted to improve waste performance

Across the world, MUDs typically have poor recycling performance. Once effective systems and equipment are in place that allow residents to recycle, it is behaviour that drives much of the waste performance. Overall, the research highlights that is vital to make sure:

- residents have access to the system and understand how to use it
- they are personally motivated to use it
- there are no barriers stopping them from using it (perceived or actual).

Focus groups

Focus groups were completed prior to the pilot to understand resident behaviour, identify barriers to food waste recycling and gain feedback on potential intervention ideas.

Key findings from focus groups with residents showed:

- Infrastructure for recycling food waste is often lacking.
- Awareness and comprehension of what can be placed in the food organics garden organics (FOGO) bin is low.

- Behaviour change depends on encouraging residents to build new habits and signage, new resident information packs, and being provided with caddies and bags had the most appeal for encouraging behavioural change. Fines, penalties and goal setting was less readily accepted.
- Building and waste management culture significantly shapes recycling performance and attitudes of residents.

Interviews with building managers revealed:

- Building managers generally have limited scope for changing processes and are bound by the strata and management committee, or prior agreements between the developer and council
- A top-down approach was seen as the most effective for implementing change and improving waste management systems.

Pilot methodology

Participating buildings

Eight MUDs were selected to participate in a pilot to test the effectiveness of interventions on waste and recycling performance. The MUDs included a range of different building types:

- Council bulk bin service and commercial bulk bins.
- Buildings with chutes and without.
- Older style walk-up MUDs with council kerbside services.

Base pack to all buildings

A 'base pack' was offered or provided to all residents within the participating buildings. This included:

- A new kitchen caddy
- A roll of compostable bags
- Information flyer
- New signage for the bins and waste/chute rooms.

The base pack was designed to become the basic standard of support provided to MUD residents within these councils. Base packs were rolled out prior to other interventions being tested.

Additional interventions tested

Three interventions were trialled following roll out of the base pack:

1. **A competition to encourage residents to recycle their food waste.** A QR code was installed on the top of the green bin for residents to scan when they placed food waste into it. Residents could scan the code to enter a draw for a gift voucher. This intervention was tested across three MUDs.
2. **Reporting to residents on waste and recycling performance.** Bin sensors were installed to measure the fullness of bins and residents could access an

online reporting page. 'Which Bin?' tips were also provided to the building committee to use for communications to residents. This intervention was tested across two MUDs

3. **Change of the waste and recycling system.** One building equipped with chutes had their waste and recycling system reconfigured.

These interventions were selected based on research findings, practicality and repeatability on a broader scale and over the long term, considering limitations like ongoing financial and staff resources.

Results

A high-level summary of the pilot is outlined in Table 1.

Food separation efficiency

Food separation efficiency measures food placed into the FOGO bin as a percentage of all food in all bins. It provides an insight into how well residents separate and recycle food scraps in the FOGO recycling bin.

Based on the average of the across all buildings:

- The baseline food waste was very low at 3%, with many of the buildings have zero food waste separation (even if they had a FOGO bin).
- The base pack was highly effective in increasing food separation efficiency, which went up to 23%. This is a step change for a minimal amount of engagement.
- Additional interventions had no measurable impact (some buildings even reduced, likely due to a return to previous behaviour or new residents etc.).

The key takeaway is therefore that at minimum Councils should provide the base pack to MUDs and consider ways to engage at regular intervals to capture new residents moving into the building.

Applying this improvement in food separation efficiency after the delivery of the base pack to Adelaide's 18,000¹ MUDs would divert approximately 450 tonnes of food from landfill into the circular economy.

FOGO contamination

Contamination in the FOGO bin is also an important measure that needs to be actively managed. Half of the buildings performed well and managed to keep contamination less than 2% by weight (with some variations expected over time). Three of the buildings had extremely high contamination (>15%) that cannot continue without intervention.

¹ High density dwelling structure category according to Profile ID - <https://profile.id.com.au/australia/dwellings?WebID=130>

Table 1: Summary of MUDs, intervention and FOGO recycling outcomes. Mid-pilot audits were undertaken following roll out of the base packs. End-pilots were undertaken at least 1-2 months after the rollout of additional interventions.

Building ID	Description	Intervention	Food separation efficiency			FOGO contamination		
			Baseline audit	Mid-pilot audit	End-pilot audit	Baseline audit	Mid-pilot audit	End-pilot audit
WT Building 1	18 apartments, kerbside bins	Competition with a \$20 voucher	0%	44%	28%	No bin	15.6%	15.1%
WT Building 2	24 apartments, kerbside bins	Competition with a \$50 voucher	0%	11%	7%	No bin	57.1%	49.3%
NPSP Building 1	106 apartments, two chutes and council bulk bin (Commercial pre-trial)	Change to chutes to manage general waste and FOGO (new service), 240L comingled recycling bin on each level.	0%	48%	No audit ¹	No bin	8.0%	No audit ¹
			0%	8%	10%	No bin	0.1%	0.0%
NPSP Building 2	27 apartments, two chutes and commercial bulk bins	Competition with a \$50 voucher	14%	29%	27%	0.0%	8.6%	0.1%
CS Building 1	34 apartments, council bulk bins	Bin sensors and dashboard for residents to view performance.	3%	22%	27%	3.2%	1.7%	0.1%
CS Building 2	50 apartments, council bulk bins	Bin sensors and dashboard for residents to view performance.	0%	15%	No audit ¹	No bin	30.5%	No audit ¹
CS Building 3	48 apartments, council bulk bins	New 240L FOGO bin in ground floor waste room	4%	10%	No audit ¹	36.9%	0.0%	No audit ¹
CS Building 4	37 apartments, council bulk bins	No additional intervention						

¹ No end-pilot audit was completed if there was no additional intervention.

Outcomes and key learnings

The outcomes from the trial reinforce that MUDs are challenging, but showcase that improved performance is possible:

- Average food separation efficiency increased significantly after the introduction of the base pack. MUDs are unlikely to ever perform as highly as single unit dwellings, but a step change is possible.
- The follow-up interventions did not provide conclusive evidence of improving performance. It is difficult to draw strong conclusions, but some reflections are:
 - Incentives are unlikely to be enough of a motivation to change behaviour long term.
 - Data reporting if available and communicated effectively might be an opportunity to explore further but will unlikely shift performance significantly.
 - Direct financial considerations (e.g. more transparent service costs, contamination charges) are likely to have more ability to influence behaviour. Some buildings enquired about if their waste management costs if they reduced the number of landfill bins they had onsite.
- Physical design of the building and waste system is likely far more important than can be measured and highlights the importance of strong processes during building design and the development approval process. Considering the life of a building, Councils need ways to have greater influence on the design of a waste management system before construction of a building to embed equal access to all three waste and recycling streams.
- Contamination in FOGO bins is a significant issue and the relative impact of contamination in bulk bins is much higher to kerbside bins, therefore strong mechanisms to address this are required.
- Engagement with MUD residents is challenging and councils do not currently have convenient ways to engage with them.



Recommendations

1. Improve regulations to support better practice waste management in MUDs, including:

- a) **strengthen waste management within planning policy to create consistency at all levels and advocate for waste management to be considered an essential service and included in the National Construction Code and reflected in SA building rules and regulations.**
 - Councils need support to be able to influence the initial design outcomes that will influence waste management performance. Creating avenues to enforce good waste management design practices is important.
 - Greater clarity in planning policy may also help councils to develop a more robust process for input into new developments and assessing waste management plans.
- b) **mandate segregated organics collections for residential developments and require equal access to all three waste and recycling streams.**
 - Equal access to all three waste and recycling streams will provide a clear signal to developers that organics recycling must be provided, allow residents to conveniently source separate their waste and support education messages to residents and help to underpin the ability to enforce contamination measures.
 - Timeline: Medium term.

2. Councils should:

- a) **be the default waste management services for all residential MUDs, if the building can meet the service parameters.**
- b) **transition to waste management charges as an itemised component of council rates or a separate charge direct to a community/strata group.**
 - Council has little to no ability to influence the performance of MUDs with commercial services. Providing a service option with clear parameters (and supported by appropriate planning policies that inform appropriate building design) will help define the expectations of what is required for new developments and give councils the best opportunity to encourage higher performance.
 - A separate waste charge will create transparency and can allow councils to appropriately reflect the cost of bulk bin services compared to kerbside services. It also provides councils with a feedback mechanism for MUDs to encourage greater performance (e.g. greater recycling or lower landfill generation), provide an incentive for residents to reduce their service level and costs (e.g. reduce the number of bins collected, especially higher cost landfill) and opens an opportunity to explore contamination charges.
 - Timeline: Medium term.

3. Improve waste management expectations and requirements for building/strata managers.

- Introduce compulsory waste management training that creates awareness and responsibility to consider waste management for building managers (and potentially strata managers) so there is consistency across MUDs.
- Require contact details for building or strata managers to be supplied to councils and establish a mechanism for this, so there is a single point of contact for a MUD if there are issues (e.g. generic email address for strata representative that remains constant, even if the representative changes).
- Introduce responsibility for or to help facilitate engagement with new residents, providing waste service information/education and the distribution of base packs (which may still be supplied by councils).
- Timeline: Short-term, immediate opportunity.

4. MUDs with kerbside services should have a weekly FOGO collection.

- Weekly collection will help to avoid odour/pest issues from a higher concentration of food organics and typically less garden organics.
- It will bring MUDs in line with the trend towards weekly FOGO collections in SUDs and trials across Adelaide have shown increases in food separation efficiency.
- Weekly landfill may still be required for these buildings to balance the number of bins (upsizing to 240 litre bins may reduce the number of bins needed).
- Timeline: Short to medium-term.

5. Introduce stronger contractual requirements around reporting and contamination management to provide information at the building level

- The lack of ownership of shared bin systems and feedback to residents leads directly to poor performance.
- Increasing information reporting, including weight-based records of bins (to identify environmental performance) and photos of contamination linked to individual MUDs, can help identify performance over time, address repeated issues and encourage behaviour change.
- Developing ways to communicate regular performance to MUDs also needs to be explored further.
- Timeline: Short to medium-term.

The scope of this project was somewhat limited and in addition to the above recommendations, additional research will be beneficial into:

- how building design impacts waste management and can be improved
- opportunities for technology to improve waste management within MUDs (e.g. reporting back to residents, artificial intelligence in contamination monitoring and reporting, onsite opportunities to manage organics).

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1. Background

Multi-unit dwellings (MUDs) are sites with multiple apartments or units exist within one property boundary. MUDs are becoming more common as residents across metropolitan Adelaide seek to live and work near education, shops, entertainment, open space and public transport. Housing affordability and limits on land in inner city suburbs are also driving the trend towards MUDs.

MUDs typically perform worse in source separation, landfill diversion and contamination of recycling streams compared to single unit dwellings (SUDs).

Improving performance will help South Australia achieve waste diversion and generation targets for the municipal solid waste (MSW) sector. Reducing contamination in recycling bins helps increase the value of materials captured and lowers costs for the resource recovery industry.

This project followed the process outlined in Figure 1 to explore ways to increase performance, with a focus on increasing food waste recycling levels

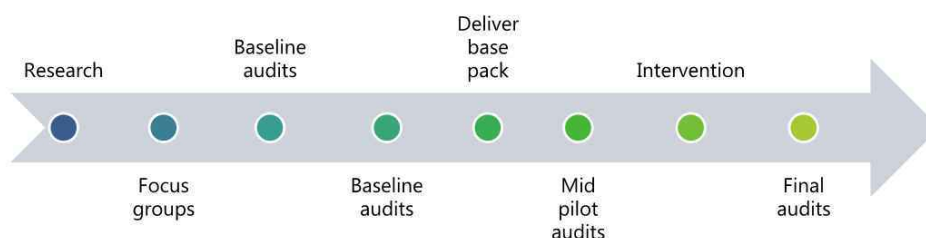


Figure 1: Overview of the project process

The City of Charles Sturt (CoCS) and City of West Torrens (CoWT) and East Waste (EW, which represents eight South Australian (SA) councils) were project partners and this project is supported by Rawtec and funding from Green Industries SA.

1.1. The challenge of MUDs

There are many challenges associated with managing waste in MUDs reported by Councils. The include:

- Lack of ownership over shared bin systems leading to contamination or ineffective source separation.
- No access to recycling services, particularly food and garden organics recycling (FOGO).
- Unawareness that a recycling service is available, due to lack of signage or instructions for residents, or the service being hidden away or less accessible/prominent.
- Poor building design with inadequate capacity for the required bins.

- Challenging demographics of residents, including transient populations and high-resident turnover, English as a second language, higher proportion of renters.
- No clear signage including pictures, consistent colour coding of bin lids and signs.
- Breakdowns in the system out of resident control (building manager or cleaning staff).
- Lack of waste 'champion' for the building (could be resident, building manager, cleaning staff etc).

2. Research summary

2.1. Desktop research

The first stage of the project was background research to identify potential behavioural change interventions to test in the pilot. This stage included:

- Research on best practice MUDs from across the world and the strategies adopted to increase their performance.
- A summary of behaviour changes strategies that may be (or already have been) adopted to improve waste performance.

Across the world, MUDs typically have poor recycling performance, which is clear in many studies/projects (Figure 2).

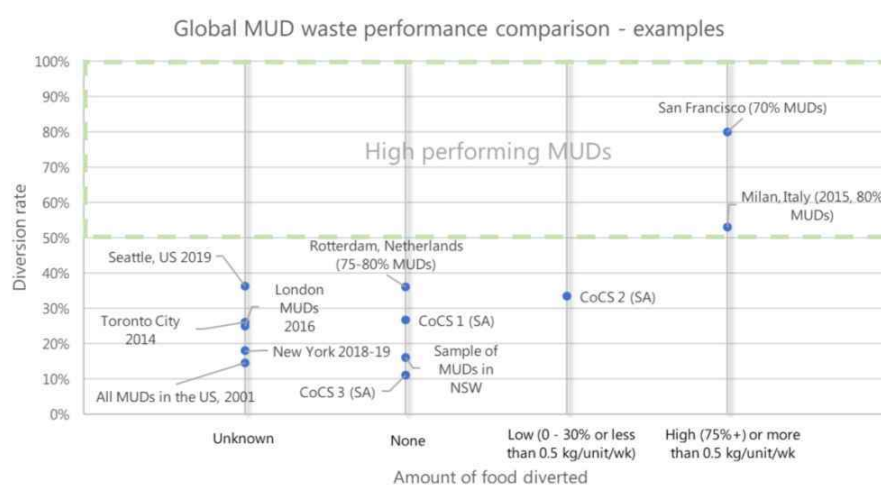


Figure 2: MUD waste performance - landfill diversion rates

Milan

Around 80% of residents live in MUDs. In four years they increased the diversion rate by 18 percentage points (to 53% in 2015). Factors contributing to high performance include:

- Italy has banned food waste from landfill.
- Bins are regularly inspected and a building is fined if contamination is found in shared bins.
- There are extensive communication and education campaigns and free compost giveaway days to raise awareness of recycling food waste
- Food waste is collected two times per week.
- Residents are provided a caddy but purchase compostable bags from retailers or reuse compostable shopping bag.

San Francisco

Around 70% of residents live in MUDs and they achieve around 80% landfill diversion. Factors contributing to high performance include:

- Organics can be collected between once a week and up to daily.
- Waste fees are charged based on the volume of waste presented.
- Repeated contamination can result in charges at 50% of the rate of the general waste bin.
- Residents are given a caddy make it easier to separately collect food waste in their kitchen.
- The 'Mandatory Recycling and Composting Ordinance' legislation makes it compulsory to properly recycle and compost their waste.
- A comprehensive education program.

Behaviour change

Once effective systems and equipment are in place that allow residents to recycle, it is behaviour that drives much of the waste performance. All behavioural models contain behaviour components that relate to:

- **Capacity** (does someone possess the knowledge, strength and abilities to perform the behaviour)
- **Personal and social motivation** (is someone sufficiently motivated (consciously or subconsciously) to display the behaviour at times when it is relevant and do they think the behaviour is socially acceptable)
- **Opportunity** (are the circumstances, e.g. the physical context, such that they make it easy for someone to display the behaviour in question).

Overall, the research highlights that is vital to make sure:

- people have access to the system and understand how to use it
- they are personally motivated to use it
- there are no barriers stopping them from using it (perceived or actual).

The full research report is available upon request.

2.2. Focus groups: apartment residents

Focus groups were completed prior to the pilot to understand resident behaviour, identify barriers to food waste recycling and gain feedback on potential intervention ideas. Participants included a mix of ages, gender and residential locations.

Three focus groups were held with residents that had:

- positive recycling behaviours
- inconsistent recycling behaviour
- negative recycling behaviours.

Key findings from those participating included:

- Infrastructure:
 - The most common waste management systems in MUDs is general waste and yellow bin recyclables. Food and organics recycling was less common.
 - Providing the right tools is vital for enabling green waste recycling behaviour.
- Awareness and comprehension
 - Lack of awareness about food and organics recycling and understanding what can go into green-lid bins is a major barrier to consistent positive behaviour.
 - The inconvenience of dealing with green waste is a major barriers for residents.
- Support and key initiatives
 - Signage, new resident information packs, and being provided with caddies and bags had the most appeal for encouraging behavioural change.
 - The effectiveness of fines, penalties, and goal setting depends on building culture (e.g. high-income buildings, proportion of owner-occupiers).
 - Initiatives will likely motivate and encourage positive behaviour if they create habit.
 - A combination of initiatives is likely to promote positive behaviour.

- Cooperation with strata and management committees will help to promote positive waste management behaviours.
- Building and waste management culture
 - Behaviour heavily influenced by building culture (e.g. commitment to environmental outcomes, high number of renters).
 - Building manager-resident communication is typically negative and needs support.
 - Initiatives that promote community and a sense of belonging in apartment buildings are likely to generate positive waste management behaviours.

The full focus group report is available upon request.

2.3. In depth interviews: building managers

In depth interviews were undertaken with building managers to understand their firsthand experience managing apartment buildings and interactions with their waste and recycling systems. Some of their reflections included:

- Most residents are not provided with an induction pack explaining the waste management system when first moving in.
- Incorrect disposal of hard rubbish, followed by incorrect sorting of materials were seen to be consistent issues. Consistent comments were made that residents seem to show little interest in the impact on the environment and feel less responsible due to the anonymity of living in a MUD.
- Building managers are the key contact for residents when problems require attention while body corporates organise cleaners and caretakers for general maintenance.
- Building managers generally have limited scope for changing processes and are bound by the strata and management committee, or prior agreements between the developer and council. A top-down approach was suggested to be the most effective for implementing change and improving waste management systems.

Building managers saw value in the following strategies:

- Introducing new and consistent signage that includes pictures for easy comprehension. In addition, resident education was seen to be crucial.
- Providing waste management information packs for residents.
- Creating a building-wide recycling/landfill diversion goal for smaller dwellings, especially those with a strong resident community.
- Exploring changing waste room layouts and bin placement/bin order to improve waste sorting behaviours if current building design allows.
- Introducing financial incentives as a motivator to practice good waste behaviours.

3. Pilot methodology

3.1. Participating buildings

Eight buildings were selected to participate in the pilot (Table 2). They included a range of different building types:

- Council bulk bin service and commercial bulk bins.
- Buildings with chutes and without.
- Older style walk up MUDs with council kerbside services.

Table 2: Summary of the participating buildings

Council	Building ID	Building type	No. apartments	Description of waste services
West Torrens	WT Building 1	Older MUD	18	Shared kerbside bins - General waste, comingled recycling and FOGO
	WT Building 2	Older MUD	24	
Charles Sturt	CS Building 1	Small MUD	34	Council bulk bins, resident drop off - General waste, comingled recycling and FOGO
	CS Building 2	Large MUD	50	
	CS Building 3	Large MUD	48	
	CS Building 4		37	
Norwood, Payneham & St Peters	NPSP Building 1	Large MUD	106	Commercial bulk bins, two chutes - General waste, comingled recycling
	NPSP Building 2	Small MUD	27	Commercial bulk bins, two chutes - General waste, comingled recycling

3.2. Bin audits

Bin audits are one of the ways the performance of the buildings and interventions were measured.

Up to three audits were completed per building:

- before the pilot
- after the delivery of the base pack
- after the end of the pilot after an intervention had been in place for a period of time.

The results from the audits are explored in the performance analysis section below.

Note that audits capture behaviour at a single point in time and only provide an indication of performance.

3.3. Base pack to all buildings

A 'base pack' was offered or provided to all residents within the participating buildings. This included:

- A new kitchen caddy
- A roll of compostable bags
- Information flyer (Figure 3)
- New signage for the bins and waste/chute rooms (Figure 4).

The base pack was designed to become the basic standard of support provided to MUD residents within these councils. The intention is that a consistent approach to all MUDs within metropolitan Adelaide can be delivered and individual councils can then determine if additional information, engagement and support is required.



Figure 3: Flyers included in the base pack provided to residents



Figure 4: Examples of the bin signage installed on bins and walls of the bin and chute rooms

3.4. Additional interventions tested

A range of interventions were explored and considered for the pilot. The project team prioritised actions that were practical and repeatable on a broader scale and over the long term, considering limitations like ongoing financial and staff resources.

There were also other interventions that would have been ideal to pilot but could not be due to issues of equity and implementation (e.g. resident feedback linked to financial motivations).

Three interventions were trialled in various buildings (Table 3) and included:

- A competition to encourage residents to recycle their food waste.
 - A QR was installed on the top of the green bin for residents to scan when they placed food waste into it. They then went in the draw for a gift voucher.
- Reporting to residents on waste and recycling performance.
 - Bin sensors were installed inside bin lids to measure the fullness of bins and residents could access an online reporting page.
 - 'Which Bin?' tips were also provided to the building committee to use for communications to residents.
- Change of the waste and recycling system.
 - One building equipped with chutes had their waste and recycling system reconfigured (more detail provided below).

Table 3: Summary of interventions piloted in the buildings

Intervention	Participating buildings	Details
Competition	WT Building 1	\$20 voucher
	WT Building 2	\$50 voucher
	NPSP Building 2	\$50 voucher
Performance reporting	CS Building 1	Bin sensors and dashboard for residents to view performance.
	CS Building 2	
Change to waste and recycling system	NPSP Building 1	Change to chutes to manage general waste and FOGO, 240L comingled recycling bin on each level.
	NPSP Building 2	New 240L FOGO bin in ground floor waste room
Control group	CS Building 3 & 4	No additional intervention

4. MUD performance

The performance of the MUDs was tracked in several ways, including physical audits and ongoing monitoring of bins.

This section specifically focuses on food waste recycling, as this has the largest environmental impact and is often a less common/familiar stream for MUDs.

Detailed summaries of the performance and impact of the base pack and interventions for each building are included in Appendix 1.

4.1. Food separation efficiency

Food separation efficiency measures food placed into the FOGO bin as a percentage of all food in all bins. It provides an insight into how well residents separate and recycle food scraps in the FOGO recycling bin.

The audit timing provides insights into the changes in food separation efficiency.

- Baseline audit - prior to any engagement with the building.
- Mid-pilot audit - at least six weeks after the delivery of the base pack.
- End-pilot audit - at least two months following an intervention.

Based on the average of the across all buildings (Table 4):

- The baseline food waste was very low, with many of the buildings have zero food waste separation (even if they had a FOGO bin).
- The base pack delivered a step change in separation efficiency of 20 percentage points. This is an extremely significant jump for a minimal amount of engagement.
- Additional interventions had no measurable impact (some buildings even reduced, likely due to a return to previous behaviour or new residents etc.).

Table 4: Summary of the food separation efficiency rates across the audits

Building	Baseline audit	Mid-pilot audit	End-pilot audit
<i>Food separation efficiency (% weight)</i>			
WT Building 1	0%	44%	28%
WT Building 2	0%	11%	7%
NPSP Building 1	0%	48%	No audit
NPSP Building 2	0%	8%	10%
CS Building 1	14%	29%	27%
CS Building 2	3%	22%	27%
CS Building 3	0%	15%	No audit
CS Building 4	4%	10%	No audit
Average all buildings	3%	23%	20%

Reflecting on the performance of individual buildings:

- NPSP Building 1 apartments provide an insight into performance where FOGO recycling is available on each level of the building (and via a chute). This is very high separation efficiency and higher than most metropolitan councils currently have for single-unit dwellings.
- Introducing a FOGO bin in NPSP Building 2 did increase separation efficiency but having to take food scraps to the ground floor waste room as likely a barrier.
- CS Building 1 & 2 apartments had a FOGO bin already (only collected fortnightly) and the increase to weekly appears to have supported separation efficiency (and reduced issues of odour and pests).
- WT Building 1 and 2 received the same support (only the voucher value differed) but performed quite differently which is consistent with initial the level of engagement between the two buildings of the changes introduced.
- The increase for CS Building 3 and 4 is positive, but also likely suffers from requiring residents to take food scraps to the ground/basement waste room.

The key takeaway is therefore that at minimum Councils should provide the base pack to MUDs (and consider ways to engage at regular intervals to capture new residents moving into the building).

Broader opportunity

Applying this improvement in food separation efficiency after the delivery of the base pack to MUDs across metropolitan Adelaide indicates an opportunity to begin diverting a meaningful amount of food from landfill. If councils provided the base pack to all 18,000² MUDs across Adelaide, then approximately 450 tonnes of food can be diverted from landfill into the circular economy.

Table 5: Opportunity to divert additional food across Adelaide MUDs with the introduction of the base pack

	Value	Unit
Est. food scraps across Adelaide MUDs	2,212	tonnes/year
Est. food currently recycled	59	tonnes/year
Est. food recovery with delivery of base pack	514	tonnes/year
Increase in food waste recovery	454	tonnes/year
Total CO2-e saved	445	tonnes/year
Equivalent cars removed from the road	103	cars/year
Equivalent trees planted	666	trees/year

² High density dwelling structure category according to Profile ID - <https://profile.id.com.au/australia/dwellings?WebID=130>

4.2. FOGO contamination

Contamination in the FOGO bin is also an important measure that needs to be actively managed. The audits provide a snapshot on a specific day but help identify where attention may be needed.

Following the delivery of the base back and interventions, only four buildings have low contamination rates within the 'acceptable' range of less than 2% by weight (Table 6).

Three of the buildings had extremely high contamination rates. The CS Building 3 bin would likely be rejected and be collected as landfill. The WT Building 1 and 2 kerbside bins would not likely be inspected before emptying, but the driver should sticker the bins and log contamination in the onboard records system for council to follow up with the residents.

Table 6: Contamination in the FOGO bin measured during the physical audit

Building	Baseline audit	Mid-pilot audit	End-pilot audit
WT Building 1	No bin	15.6%	15.1%
WT Building 2	No bin	57.1%	49.3%
NPSP Building 1	No bin	8.0%	No audit
NPSP Building 2	No bin	0.1%	0.0%
CS Building 1	0.0%	8.6%	0.1%
CS Building 2	3.2%	1.7%	0.1%
CS Building 3	No bin	30.5%	No audit
CS Building 4	36.9%	0.0%	No audit

5. Outcomes and key learnings

The outcomes from the trial reinforce that MUDs are challenging, but showcase that improved performance is possible:

- Average food separation efficiency increased significantly after the introduction of the base pack. MUDs are unlikely to ever perform as highly as single unit dwellings, but a step change is possible.
- The follow-up interventions did not provide conclusive evidence of improving performance. It is difficult to draw strong conclusions, but some reflections are:
 - Incentives are unlikely to be enough of a motivation to change behaviour long term.
 - Data reporting if available and communicated effectively might be an opportunity to explore further but will unlikely shift performance significantly.
 - Direct financial considerations (e.g. more transparent service costs, contamination charges) are likely to have more ability to influence behaviour. Some buildings enquired about if their waste management costs if they reduced the number of landfill bins they had onsite.
- Physical design of the building and waste system is likely far more important than can be measured and highlights the importance of strong processes during building design and the development approval process. Considering the life of a building, Councils need ways to have greater influence on the design of a waste management system before construction of a building to embed equal access to all three waste and recycling streams.
- Contamination in FOGO bins is a significant issue and the relative impact of contamination in bulk bins is much higher to kerbside bins, therefore strong mechanisms to address this are required.
- Engagement with MUD residents is challenging and councils do not currently have convenient ways to engage with them.



6. Recommendations

1. Improve regulations to support better practice waste management in MUDs, including:

- a) **strengthen waste management within planning policy to create consistency at all levels and advocate for waste management to be considered an essential service and included in the National Construction Code and reflected in SA building rules and regulations.**
 - Councils need support to be able to influence the initial design outcomes that will influence waste management performance. Creating avenues to enforce good waste management design practices is important.
 - Greater clarity in planning policy may also help councils to develop a more robust process for input into new developments and assessing waste management plans.
- b) **mandate segregated organics collections for residential developments and require equal access to all three waste and recycling streams.**
 - Equal access to all three waste and recycling streams will provide a clear signal to developers that organics recycling must be provided, allow residents to conveniently source separate their waste and support education messages to residents and help to underpin the ability to enforce contamination measures.
 - Timeline: Medium term.

2. Councils should:

- a) **be the default waste management services for all residential MUDs, if the building can meet the service parameters.**
- b) **transition to waste management charges as an itemised component of council rates or a separate charge direct to a community/strata group.**
 - Council has little to no ability to influence the performance of MUDs with commercial services. Providing a service option with clear parameters (and supported by appropriate planning policies that inform appropriate building design) will help define the expectations of what is required for new developments and give councils the best opportunity to encourage higher performance.
 - A separate waste charge will create transparency and can allow councils to appropriately reflect the cost of bulk bin services compared to kerbside services. It also provides councils with a feedback mechanism for MUDs to encourage greater performance (e.g. greater recycling or lower landfill generation), provide an incentive for residents to reduce their service level and costs (e.g. reduce the number of bins collected, especially higher cost landfill) and opens an opportunity to explore contamination charges.
 - Timeline: Medium term.

3. Improve waste management expectations and requirements for building/strata managers.

- Introduce compulsory waste management training that creates awareness and responsibility to consider waste management for building managers (and potentially strata managers) so there is consistency across MUDs.
- Require contact details for building or strata managers to be supplied to councils and establish a mechanism for this, so there is a single point of contact for a MUD if there are issues (e.g. generic email address for strata representative that remains constant, even if the representative changes).
- Introduce responsibility for or to help facilitate engagement with new residents, providing waste service information/education and the distribution of base packs (which may still be supplied by councils).
- Timeline: Short-term, immediate opportunity.

4. MUDs with kerbside services should have a weekly FOGO collection.

- Weekly collection will help to avoid odour/pest issues from a higher concentration of food organics and typically less garden organics.
- It will bring MUDs in line with the trend towards weekly FOGO collections in SUDs and trials across Adelaide have shown increases in food separation efficiency.
- Weekly landfill may still be required for these buildings to balance the number of bins (upsizing to 240 litre bins may reduce the number of bins needed).
- Timeline: Short to medium-term.

5. Introduce stronger contractual requirements around reporting and contamination management to provide information at the building level

- The lack of ownership of shared bin systems and feedback to residents leads directly to poor performance.
- Increasing information reporting, including weight-based records of bins (to identify environmental performance) and photos of contamination linked to individual MUDs, can help identify performance over time, address repeated issues and encourage behaviour change.
- Developing ways to communicate regular performance to MUDs also needs to be explored further.
- Timeline: Short to medium-term.

The scope of this project was somewhat limited and in addition to the above recommendations, additional research will be beneficial into:

- how building design impacts waste management and can be improved
- opportunities for technology to improve waste management within MUDs (e.g. reporting back to residents, artificial intelligence in contamination monitoring and reporting, onsite opportunities to manage organics).

7. Appendix 1 – Detailed MUD performance

7.1. West Torrens Building 1

This is a small older style MUD. Residents of the 18 apartments/units have shared kerbside bins collected by Council. One of the residents is the nominated caretaker for the site.

The site already had FOGO bins, but they were stored at the back of the site and appeared to only be used occasionally for garden materials.

The trial included:

- Providing new bins and reducing the total bins for the site, whilst maintain existing capacity by upsizing landfill bins to 240 litres.
- Installing new signage on and above the bins (Figure 5).
- Delivering the base pack (letter outlining the changes, kitchen caddy, compostable bags and education material) each resident's door.



Figure 5: Photos of the new bins and signage

A competition to encourage residents to recycle their food waste was introduced after the initial changes to the waste management system. It included:

- A flyer/poster and another roll of compostable bags placed in their letterbox advertising the competition.
- A sticker on the FOGO recycling bin and poster above the bins with a QR code to enter the competition (Figure 6).

Over four months residents could win a \$20 gift voucher every fortnight for recycling their food waste. Across the competition there were only two entries to the competition and two gift cards awarded.



Figure 6: Flyer/poster advertising the competition and sticker on the bin lid with QR code to enter

Bin audit results

Three audits were completed for WT Building 1. They show:

- An initial reduction in landfill generation and increase in recycling, but a return to higher landfill generation by the end-pilot audit (Figure 7).
- A significant increase in landfill diversion and food waste efficiency once the trial started (Figure 8), although there is still room for large improvement.

Waste generation (kg/hh/week - adjusted for contamination)



Figure 7: Comparison of waste generation over the three audits

Landfill diversion and food waste efficiency (%)

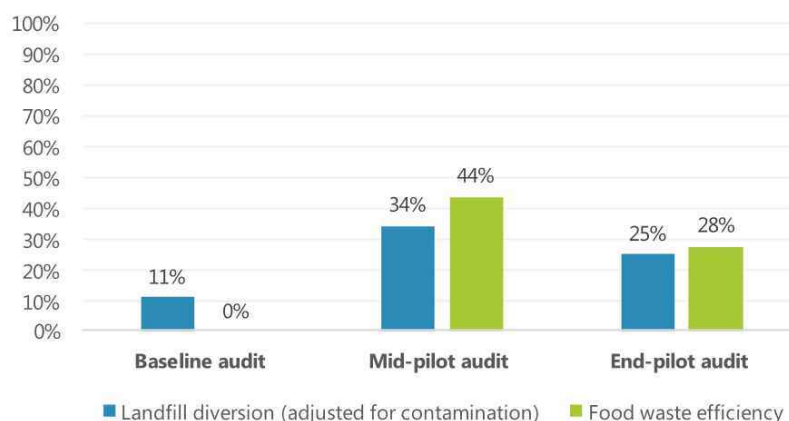


Figure 8: Comparison of food waste efficiency over the three audits

Another important consideration is unrecovered resources in the landfill bin and contamination in the recycling bins (Table 7):

- Unrecovered resources reduced significantly initially but returned to a similar level to the baseline audit. Food remains the biggest opportunity to recover and increase performance.
- Contamination in the comingled recycling increased.
- Contamination in the FOGO bins is very high, caused mostly by plastic packaged organics.

Table 7: Unrecovered resources and contamination across the audits

	Baseline audit	Mid-pilot audit	End-pilot audit
Unrecovered resources in landfill bin	78%	46%	76%
<i>Unrecovered FOGO material</i>	<i>62%</i>	<i>28%</i>	<i>57%</i>
<i>Unrecovered comingled recycling</i>	<i>16%</i>	<i>17%</i>	<i>19%</i>
Comingled recycling contamination rate	18%	21%	33%
FOGO recycling contamination rate	-	16%	15%

The large volume of unrecovered resources and opportunity for improvement is reinforced when considering material separation efficiency (i.e. the proportion of recyclables placed in the right bin -Figure 9).

Material separation efficiency

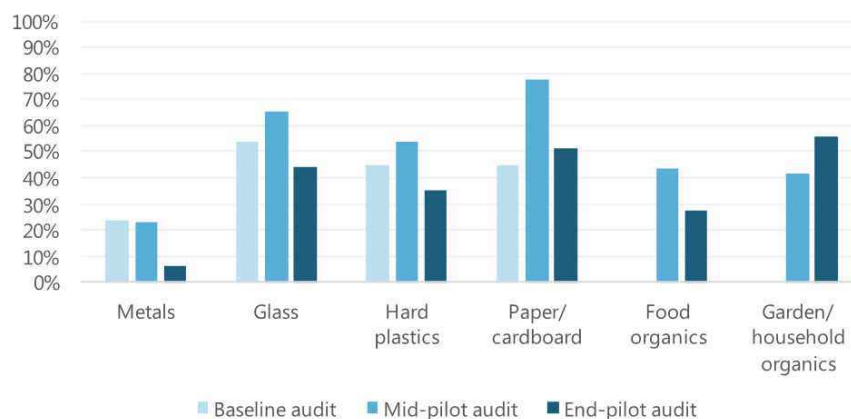


Figure 9: Material separation efficiency

Bin monitoring

The fullness of bins was monitored during the trial to see if there were any trends that could be identified (Figure 10).³

There is significant variation in performance over the six-month period, but there is an upward trend in FOGO and landfill generation and a slight increase trend increase in landfill diversion (even considering the high contamination). The significant increase in landfill diversion compared to the baseline audit (10+percentage point increase) is particularly notable. It's inconclusive that the competition had any impact.

Est. waste generation and landfill diversion (adjusted for contamination)

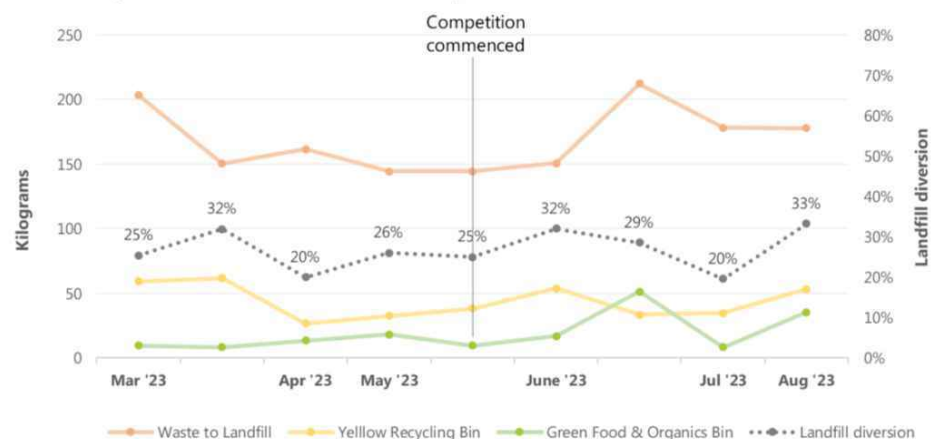


Figure 10: Summary of estimated waste generation and landfill diversion based on periodic monitoring of bin fullness (calculated on a density conversion)

³ Resourcing limits meant that monitoring of the bins was only periodic.

Observations and reflections

The performance of this MUD did increase from the baseline audits, but it still performs significantly worse than the average single-unit dwelling.

- The proactive caretaker (resident) onsite made communicating with the building much easier for Council.
- Weekly FOGO collections would likely improve the food waste efficiency and help reduce the amount of landfill generated each week (based on outcomes from other SA weekly FOGO trials).
- Contamination is a concern in both recycling streams. Contamination procedures should be implementing and enforced (if not already).

7.2. West Torrens Building 2

This is a small older style MUD. Residents of the 24 apartments/units have shared kerbside bins collected by Council.

Prior to the trial the same resident from WT Building 1 was the nominated caretaker for the site, however this arrangement stopped during the trial.

The site already had FOGO bins, but they were stored separately (inaccessible to most residents) to the landfill and comingled recycling bins and appeared to only be used occasionally for garden materials.

The trial included:

- Providing new bins and reducing the total bins for the site, whilst maintain existing capacity by upsizing landfill bins to 240 litres.
- Installing new signage on the bins (Figure 11).
- Delivering the base pack (letter outlining the changes, kitchen caddy, compostable bags and education material) each resident's door.



Figure 11: Photos of the new bins and signage

After the initial changes to the waste management system, a competition to encourage residents to recycle their food waste was introduced. It included:

- A flyer/poster and another roll of compostable bags placed in their letterbox advertising the competition.

- A sticker on the FOGO recycling bin and poster above the bins with a QR code to enter the competition (Figure 6).

Over four months residents could win a \$50 gift voucher every fortnight for recycling their food waste. Only one entry to the competition was received.

Bin audit results

Three bin audits were completed for WT Building 2. They show:

- An overall increase in waste generation (Figure 12).
- Kerbside landfill diversion increased slightly and a modest increase in food efficiency (Figure 13).

Waste generation (kg/hh/week adjusted for contamination)



Figure 12: Comparison of waste generation over the three audits

Landfill diversion and food waste efficiency (%)

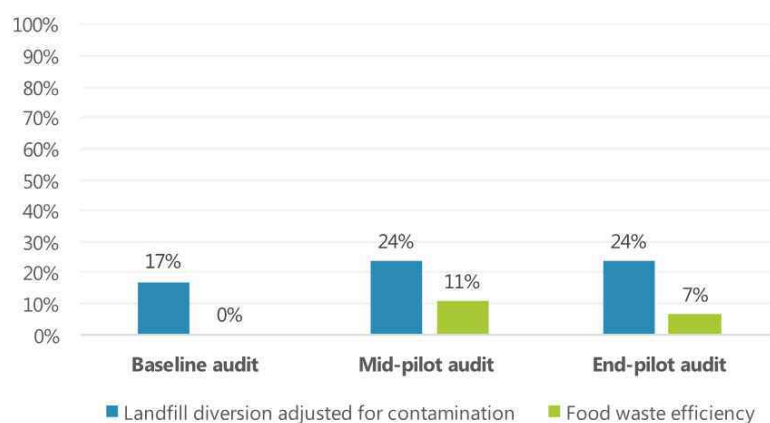


Figure 13: Comparison of food waste efficiency over the three audits

Another important consideration is unrecovered resources in the landfill bin and contamination in the recycling bins (Table 8):

- Unrecovered resources reduced significant initially but increased again in the final audit. Unrecovered food is still significant and a large opportunity to increase performance.
- Contamination in the comingled recycling increased.
- Contamination in the FOGO bins is very high, caused largely by general waste and plastic packaged organics and shows clear misuse of the bins.

Table 8: Unrecovered resources and contamination across the audits

	Baseline audit	Mid-pilot audit	End-pilot audit
Unrecovered resources in landfill bin	79%	68%	75%
<i>Unrecovered FOGO material</i>	<i>67%</i>	<i>37%</i>	<i>62%</i>
<i>Unrecovered comingled recycling</i>	<i>12%</i>	<i>31%</i>	<i>13%</i>
Comingled recycling contamination rate	18%	27%	42%
FOGO recycling contamination rate		57%	49%

The large volume of unrecovered resources and opportunity for improvement is reinforced when considering material separation efficiency (i.e. the proportion of recyclables placed in the right bin). Across all materials the rates are low compared relative to other kerbside audits (Figure 14).

Material separation efficiency

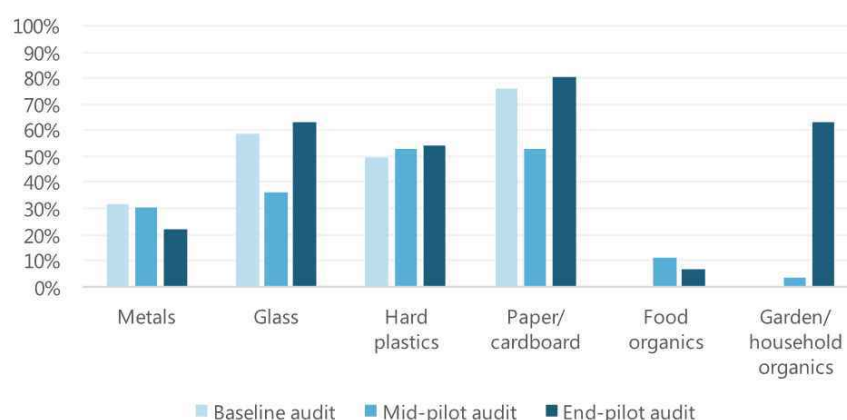


Figure 14: Material separation efficiency

Bin monitoring

The fullness of bins was monitored during the trial to see if there were any trends that could be identified (Figure 15).⁴

⁴ Resourcing limits meant that monitoring of the bins was only periodic.

The results differ from the kerbside audits, showing a slightly decreasing trend in landfill and comingled recycling and a slight increase in FOGO and landfill diversion. The competition appears to have had little impact.

Est. waste generation and landfill diversion (adjusted for contamination)

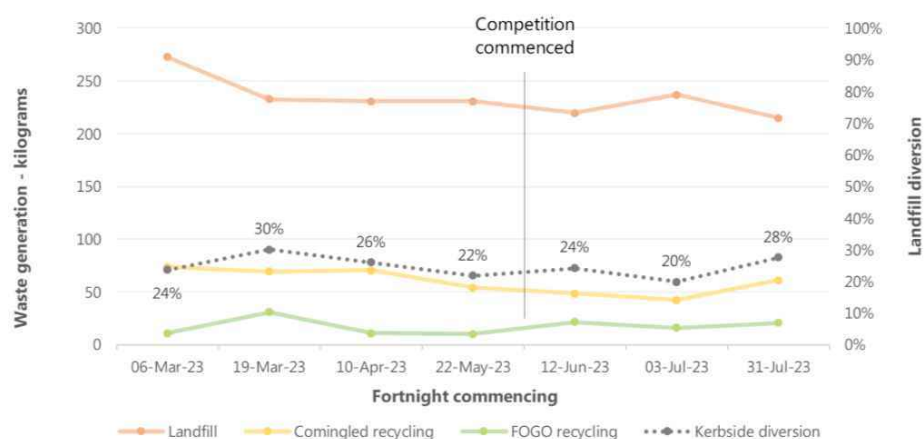


Figure 15: Summary of estimated waste generation and landfill diversion based on periodic monitoring of bin fullness (calculated on a density conversion)

Observations and reflections

Whilst there were some improvements in performance there are significant issues, most worryingly high contamination. Other reflections include:

- City of West Torrens staff indicated it was very difficult to initially engage with this MUD to communicate the changes to the bin system.
- When delivering the competition letter and compostable bags, many of the letterboxes had large volumes of junk mail in them, indicating that residents may not regularly check their letterbox, or they may not have seen the competition flyer/poster amongst other materials. Alternative ways of communicating with residents may be required.
- Weekly FOGO collections would likely improve the food waste efficiency and help reduce the amount of landfill generated each week (based on outcomes from other SA weekly FOGO trials).
- Contamination is a concern in both recycling streams. Contamination procedures should be implementing and enforced (if not already).

7.3. Norwood, Payneham & St Peters Building 1

This is a large 106 apartment MUD adjacent the parklands in Kent Town. Residents have access to two chutes in a room on each level. A caretaker manages the waste and recycling services, swaps bins under the chutes and helps manage contamination.

Prior to the trial the building was serviced by a private contractor and only had landfill and comingled recycling. The building's management committee had previously approached Rawtec to support them transition to council bulk bin service and this provided an opportunity to incorporate them into the trial.

The trial included:

- Transitioning from a private contractor to Council's contractor East Waste.
- Introducing FOGO recycling.
- Changing the chutes to manage landfill and FOGO recycling (instead of comingled recycling - Figure 16).
- Installing 240 litre comingled recycling bins in the chute room on each level which the caretaker takes to the waste room on collection day.
- New signage on each level above the chutes and in the bin room.
- Delivering the base pack (letter outlining the changes, kitchen caddy, compostable bags and education material) to resident's door, if they wanted one.

East Waste's Leader of Education and Promotions also provided support to the building with engagement events and face-to-face conversations with residents.

No additional intervention was completed on top of the system change. NPSP Building 1 provided an opportunity to compare to the NPSP Building 2 who also had two chutes.



Figure 16: FOGO and Landfill chutes and the comingled recycling bins on each level

Audit results

Two audits were completed for the building, A third audit was not conducted as there was no additional intervention to evaluate. The audits show:

- A reduction in landfill generated per household each week (Figure 17).
- A significant food efficiency rate, far higher than the average performance of single unit dwellings in metropolitan councils (Figure 18).

Waste generation (kg/hh/week - adjusted for contamination)

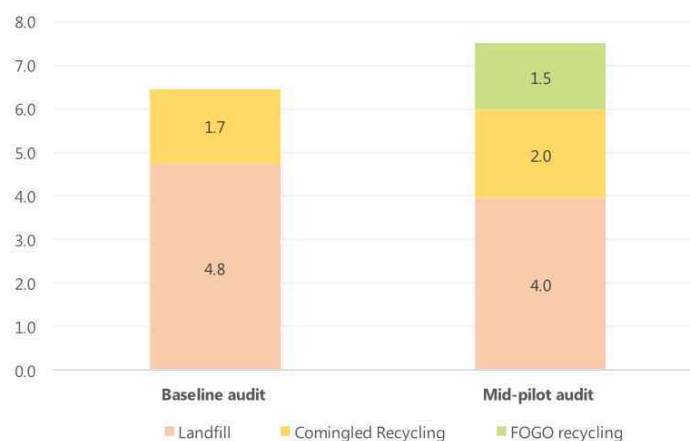


Figure 17: Comparison of waste generation over the two audits

Landfill diversion and food waste efficiency(%)

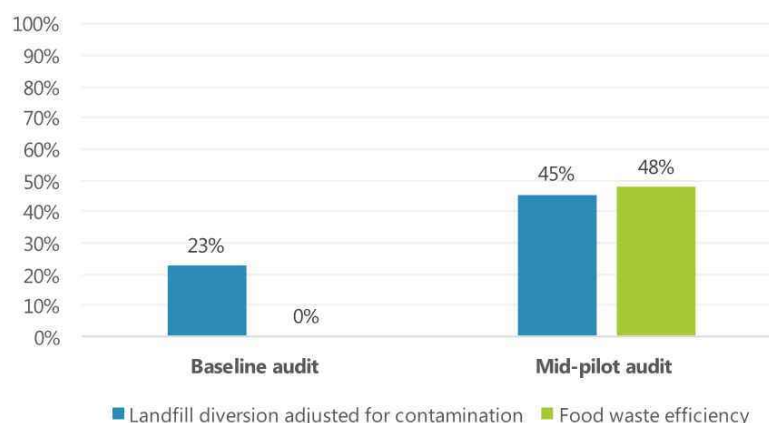


Figure 18: Comparison of food waste efficiency over the two audits

There were mixed results for unrecovered resources and contamination (Table 9):

- Unrecovered resources reduced by 15 percentage points but remains high. There was a significant reduction in unrecovered FOGO material which is very positive, but it is still a large proportion of landfill.
- Contamination in the comingled recycling reduced significantly.

- Contamination the FOGO bin was high. The largest contributor was general waste loose or in bags, indicating there may be some confusion or inattention when using the chutes.

Table 9: Unrecovered resources and contamination across the audits

	Baseline audit	Mid-pilot audit
Unrecovered resources in landfill bin	77%	61%
<i>FOGO material</i>	<i>60%</i>	<i>40%</i>
<i>Comingled recycling</i>	<i>17%</i>	<i>21%</i>
Comingled recycling contamination rate	18%	8%
FOGO recycling contamination rate	-	8%

The large volume of unrecovered resources and opportunity for improvement is reinforced when considering material separation efficiency (i.e. the proportion of recyclables placed in the right bin - Figure 19).

Material separation efficiency

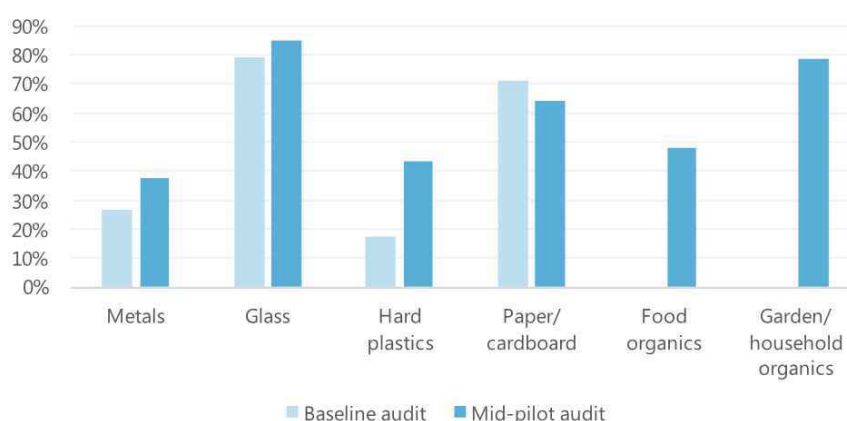


Figure 19: Material separation efficiency

Observations and reflections

The change in the waste management system showed promising results:

- The building's management committee were critical to making any changes in the building.
- The caretaker was very hands on and important reason for the success in the change to the waste management system. They would often remove easily accessible contamination from the recycling bins and notify the committee of ongoing issues.

7.4. Norwood, Payneham & St Peters Building 2

This building in Norwood is a 27 apartment MUD. It has a general waste and comingled recycling chute on each level that terminate in a ground floor bin room. It is serviced by a private contractor and is not eligible for the Council bulk bin service due to challenges with the collection of bins.

The trial included:

- Introducing a 240 litre FOGO recycling bin, collected every week. Residents must take their FOGO to the ground floor bin room via the lift or stairs.⁵
- Installing new signage on each level above the chutes and in the bin room (Figure 20).⁶
- Delivering the base pack (letter outlining the changes, kitchen caddy, compostable bags and education material) each resident's door.



Figure 20: Photos of the signage installed above the chutes and in the bin room

After the initial changes to the waste management system, a competition to encourage residents to recycle their food waste was introduced. It included:

- Letters placed in their letterbox advertising the competition.
- A sticker on the FOGO recycling bin and poster on the bin room wall with a QR code to enter the competition.

Over four months residents could win a \$50 gift voucher every fortnight for recycling their food waste. Across the competition there were:

- 54 entries to the competition
- only eight unique entrants (30% of the building)
- six gift cards awarded.

Bin audit results

Three audits were completed for the NPSP Building 2. They show:

⁵ The resident carpark is on a different level to the waste room, so this may have also influence residents' participation in food waste recycling.

⁶ The management committee did not want to change the composition of the chutes and convert the comingled chute to be a FOGO chute.

- An increase in waste generation (Figure 21).
- Similar overall landfill diversion (due to the increase in landfill) and a modest food waste efficiency once FOGO recycling waste introduced (Figure 22).⁷

Note the results of waste generation could be influenced by co-located retail shops that share the waste room but have separate bins, but there is nothing to stop the misuse of residential bins.

Waste generation (kg/hh/week - adjusted for contamination)

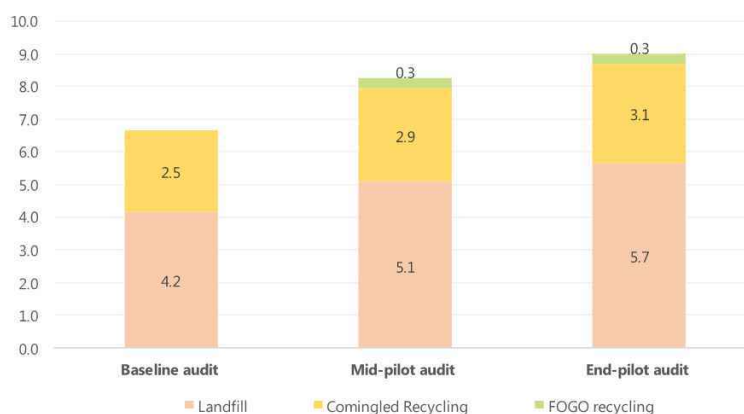


Figure 21: Comparison of waste generation over the three audits

Landfill diversion and food waste efficiency (%)

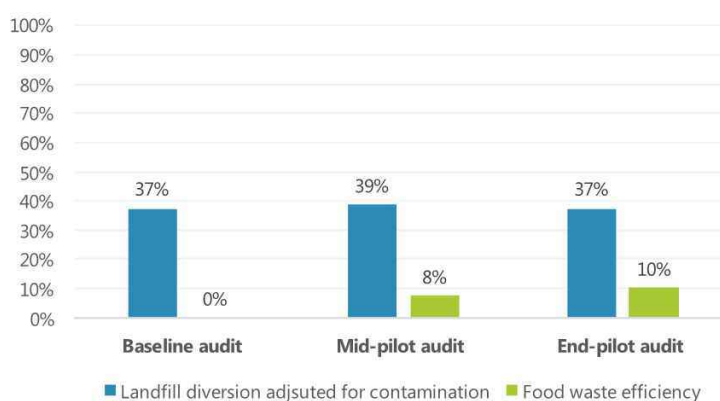


Figure 22: Comparison of food waste efficiency over the three audits

⁷ Because the collection services are delivered by a private contractor, the comingled recycling likely goes to alternative fuels instead of a material recovery facility.

Another important consideration is unrecovered resources in the landfill bin and contamination in the recycling bins (Table 10):

- Unrecovered resources are consistently high. Food is the largest contributor and missed opportunity to reduce landfill. After an initial reduction it returned to the baseline audit level.
- Contamination in the comingled recycling is high. Broken glass is the largest contributor to the contamination and contributes 8-10 percentage points.
- There was little to no contamination in the FOGO recycling bin. This is likely due to the need for residents to drop off their organics in the ground floor bin room and only those motivated and familiar with what is acceptable do this.

Table 10: Unrecovered resources and contamination across the audits

	Baseline audit	Mid-pilot audit	End-pilot audit
Unrecovered resources in landfill bin	79%	69%	75%
<i>Unrecovered FOGO material</i>	<i>64.5%</i>	<i>55%</i>	<i>63%</i>
<i>Unrecovered comingled recycling</i>	<i>14.5%</i>	<i>14%</i>	<i>12%</i>
Comingled recycling contamination rate	9%	11%	10%
FOGO recycling contamination rate	-	0%	0%

The large volume of unrecovered resources and opportunity for improvement is reinforced when considering material separation efficiency (i.e. the proportion of recyclables placed in the right bin - Figure 23).

Material separation efficiency

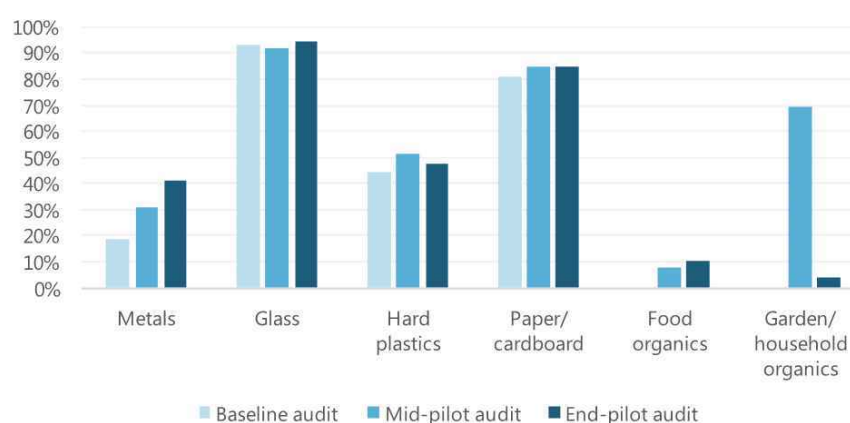


Figure 23: Material separation efficiency

Bin monitoring

A resident monitored the fullness of the FOGO recycling over the period of the trial (Figure 24). This aimed to provide an indication of uptake of FOGO recycling within the building over time.

- Initial uptake of FOGO recycling was positive (and likely reflected the delivery of the base pack).
- Ongoing performance is inconsistent and ranged from an estimated 2.2kg to 21.6 kg each week.
- The competition may have had a minor impact but overall was not influential.

Est. waste generation - FOGO recycling



Figure 24: Summary of estimated FOGO generation based on periodic monitoring of bin fullness (calculated on a density conversion)

Observations and reflections

The introduction of FOGO recycling only increased performance slightly:

- The requirement for residents to go to the ground floor waste room was likely the biggest barrier to participating in food waste recycling.
 - Food waste efficiency was significantly lower compared to NPSP Building 1 who switched to a FOGO chute. This indicates convenience and having all three disposal points in the same location is very important.
- A significant amount of bugs/pests in the FOGO bin may have impacted the willingness of residents to recycle their food waste (Figure 25).



Figure 25: Bugs/pests in the FOGO bin

7.5. Charles Sturt Building 1

This is a 34 apartment MUD with a relatively high proportion of owner occupiers. The building has two small waste rooms at either end of the ground floor carpark. Only one of the rooms has a FOGO recycling bin.

The building is serviced by the City of Charles Sturt's bulk bin collection contractor. It also has a container deposit bin for eligible 10 cent containers that has been in place for a long time.

The trial included:

- Replacing the existing 240 litre FOGO recycling bins (collected fortnightly) with a 660 litre FOGO recycling bin, collected every week.⁸
- Installing new signage in the bin area (Figure 26).
- Delivering the base pack (letter outlining the changes, kitchen caddy, compostable bags and education material) each resident's door.



Figure 26: Photos of the signage installed in the bin room

After the initial changes to the waste management system an additional intervention was introduced.

⁸ Unfortunately the FOGO bin delivered had a maroon lid (commercial food waste) and contractor constraints meant the lid was not changed to lime green as specified.

In a partnership with technology company [Matter](#), bin sensors were installed on the inside lid of the bins that measured the fullness of the bins (Figure 27). This was then converted into kilograms (based on a density conversion) and waste generation and recycling performance was communicated to residents via an online dashboard (Figure 28).



Figure 27: Sensors installed inside the bulk bin lid



Figure 28: Dashboard developed to communicate the waste and recycling performance

The intervention aimed to test if communicating waste and recycling performance to residents would impact their behaviour.

Residents were informed of the sensors by:

- A letter placed in their letterbox informing residents of the sensors and ability to view performance via a QR code.
- A poster with a QR code installed on the bin room door/wall and key areas within the building (e.g. near lifts and carpark doors)

The representative from the building management committee was also provided with a range of 'Which Bin?' tips which they could use to communicate key recycling messages with residents via their building social media channels.

Website traffic was used to monitor the frequency of visits to the dashboard, although a technical issue meant only data from mid-March to mid-June 2024 was available.

It showed reasonable engagement over this period with 13 individual users (and a total of 19 views of the page - approx. 38% of the building) and an average view time of 25 seconds.

Bin audit results

Three bin audits were completed for CS Building 1. They show:

- An increase in waste generation over time (Figure 29).
- A significant increase in landfill diversion⁹ and doubling of food efficiency from the baseline and remained consistent (Figure 45).

Waste generation (kg/hh/week - adjusted for contamination)

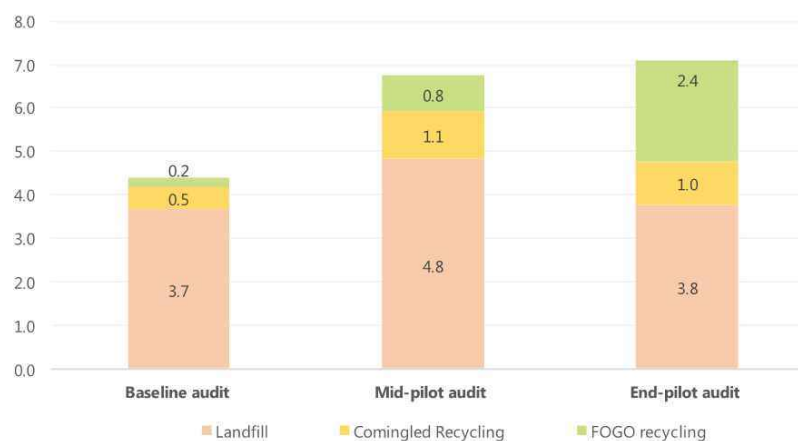


Figure 29: Comparison of waste generation over the three audits

⁹ The end-pilot landfill diversion was boosted by a large amount of garden organics from a community garden clean up in the week of the audit.

Landfill diversion and food waste efficiency (%)

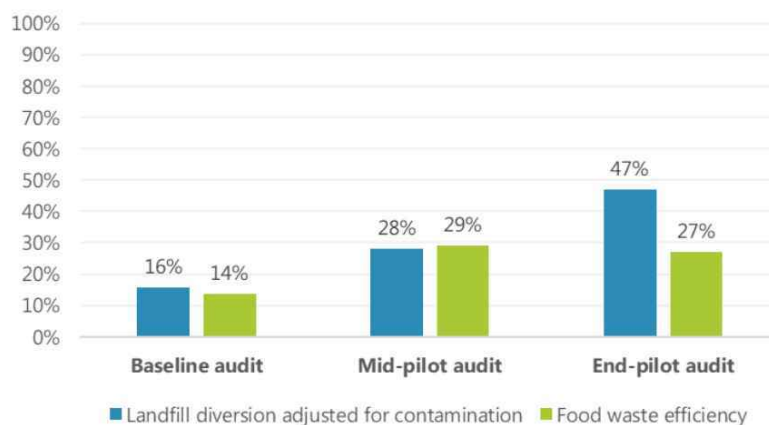


Figure 30: Comparison of food waste efficiency over the three audits

Another important consideration is unrecovered resources in the landfill bin and contamination in the recycling bins (Table 11):

- Unrecovered resources remained consistent throughout, with the amount of FOGO material increasing.
- Contamination initially increased and then returned to a similar level.

Table 11: Unrecovered resources and contamination across the audits

	Baseline audit	Mid-pilot audit	End-pilot audit
Unrecovered resources in landfill bin	76%	74%	79%
<i>Unrecovered FOGO material</i>	47%	54%	62%
<i>Unrecovered comingled recycling</i>	29%	20%	17%
Comingled recycling contamination rate	11%	25%	15%
FOGO recycling contamination rate	0%	9%	0%

The large volume of unrecovered resources and opportunity for improvement is reinforced when considering material separation efficiency (i.e. the proportion of recyclables placed in the right bin - Figure 31).

Material separation efficiency

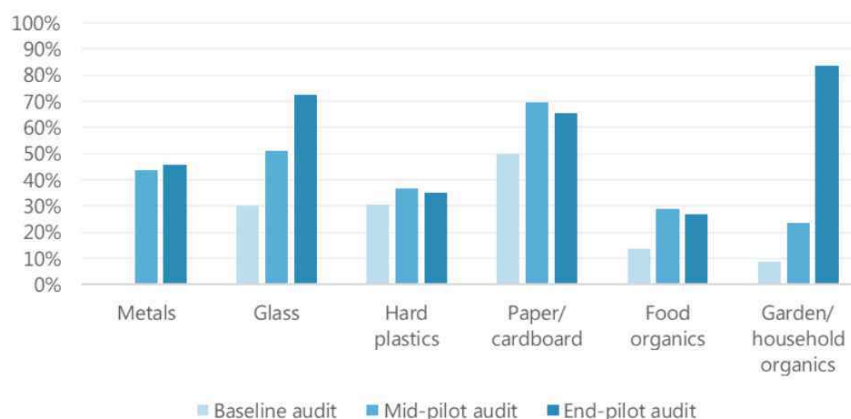


Figure 31: Material separation efficiency

Bin monitoring

A resident monitored the fullness of the bins over the period of the trial and then the bin sensors were installed to measure this remotely (Figure 47).

- Waste generation fluctuate significantly week-to-week with no discernible reason, but overall there is an upward trendline for both.
- Estimated landfill diversion was higher than the baseline audit in all of the weeks following (Figure 48)
- The amount of FOGO material increased significantly from the baseline (although still low as a proportion of the total volume of FOGO material in the bins).

Est. waste generation (adjusted for contamination)

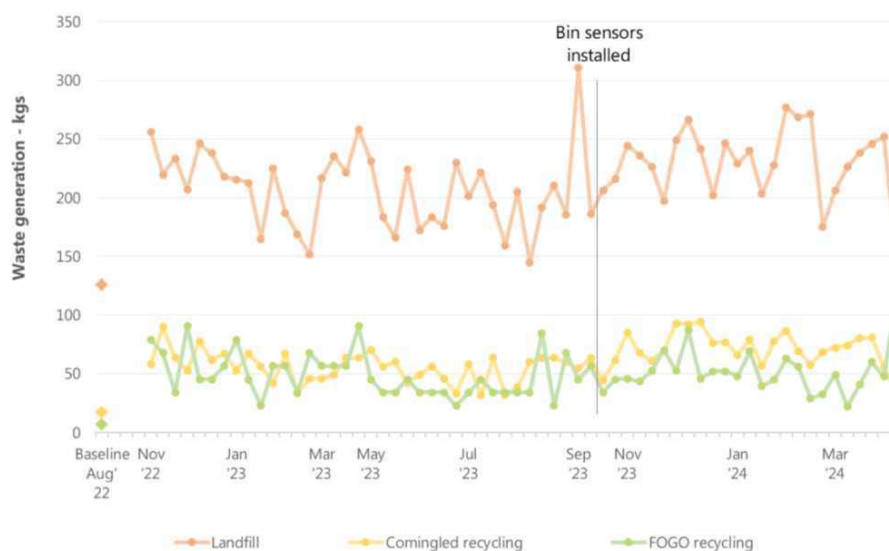


Figure 32: Summary of estimated waste generation based on periodic monitoring of bin fullness (calculated on a density conversion)

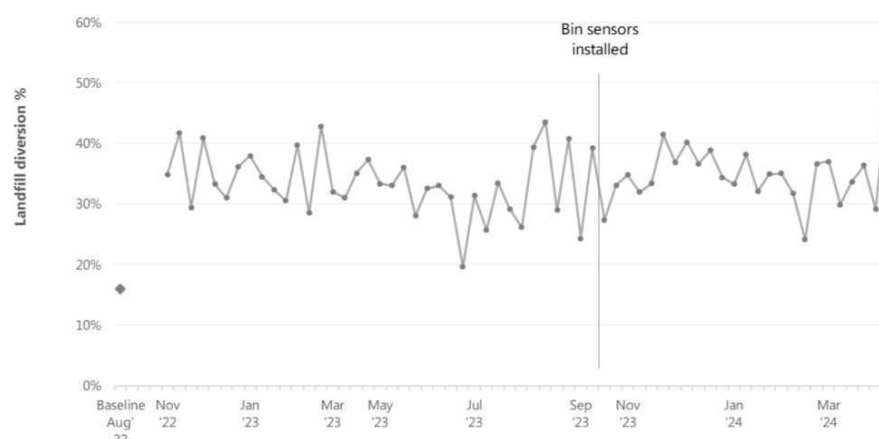
Est. landfill diversion (adjusted for contamination)

Figure 33: Summary of estimated landfill diversion based on monitoring of bin fullness (calculated on a density conversion)

Observations and reflections

Overall performance was still quite variable week-to-week but the improvement in average performance from the baseline was significant. Other reflections include:

- Direct feedback from residents indicated that changing from fortnightly FOGO collection to weekly made a big difference. Issues of smell and pests were much lower, and it removed a barrier to using the bin.
- The building had a very proactive building committee member that is passionate about waste management and actively engaged with neighbours. This made engagement with the building much easier.
- The building utilises the 'CommunitiLink Resident App' which allows communication at different levels (owners only, tenants etc.) and is used for formal building management aspects (meeting minutes, bylaws etc.). This could be a significant opportunity for councils to engage with buildings.
- Having only one FOGO bin likely means less motivated residents will travel to the second bin room to recycled food waste (or may not be aware it exists).
- The building enquired about the opportunity to remove one (or multiple) landfill bins to encourage better performance and whether they could receive a financial benefit for doing this (e.g. lower rates).

7.6. Charles Sturt Building 2

This is a 50 apartment MUD with a relatively high proportion of renters and many international students. The building has a single waste room on the ground floor. The building is serviced by the City of Charles Sturt's bulk bin collection contractor.

The trial included:

- Replacing the existing 240 litre FOGO recycling bins (collected fortnightly) with a 660 litre FOGO recycling bin, collected every week.¹⁰
- Installing new signage in the bin area (Figure 26).
- Delivering the base pack (letter outlining the changes, kitchen caddy, compostable bags and education material) each resident's door.



Figure 34: Photos of the signage installed in the bin room

After the initial changes to the waste management system an additional intervention was introduced.

Like the CS Building 1, bin sensors were installed on the inside lid of the bins that measured the fullness of the bins. This was then converted into kilograms (based on a density conversion) and waste generation and recycling performance was communicated to residents via an online dashboard (See Figure 28 above).

The intervention aimed to test if communicating waste and recycling performance to residents would impact their behaviour. Residents were informed of the sensors by:

- A letter placed in their letterbox informing residents of the sensors and ability to view performance via a QR code.
- A poster with a QR code installed on the bin room door/wall and key areas within the building (e.g. near lifts and carpark doors)

Website traffic was used to monitor the frequency of visits to the dashboard, although a technical issue meant only data from mid-March to mid-June 2024 was available. It showed very low engagement with 13 total views of the page from 3 individual users (approx. 6% of the building). View time averaged 24 seconds.

Bin audit results

Three bin audits were completed for CS Building 2. They show:

- A decrease in waste generation over time (Figure 41).

¹⁰ Unfortunately the FOGO bin delivered had a maroon lid (commercial food waste) and contractor constraints meant the lid was not changed to lime green as specified.

- A significant increase in landfill diversion¹¹ and food efficiency from the baseline (Figure 42).

Waste generation (kg/hh/week - adjusted for contamination)



Figure 35: Comparison of waste generation over the three audits

Landfill diversion and food waste efficiency(%)

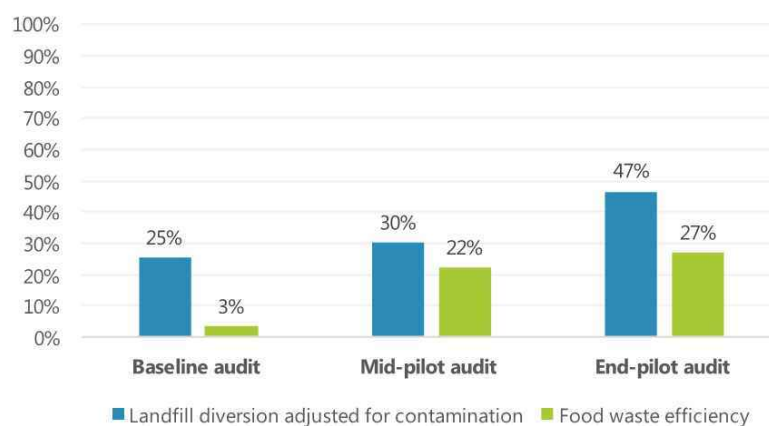


Figure 36: Comparison of food waste efficiency over the three audits

Another important consideration is unrecovered resources in the landfill bin and contamination in the recycling bins (Table 12):

- Unrecovered resources increased slightly over time.
- Contamination initially increased and then returned to a similar level in the comingled recycling and improved over time in the FOGO bin.

Table 12: Unrecovered resources and contamination across the audits

	Baseline audit	Mid-pilot audit	End-pilot audit
--	----------------	-----------------	-----------------

¹¹ The end-pilot landfill diversion was boosted by a large amount of garden organics from a community garden clean up in the week of the audit.

Unrecovered resources in landfill bin	70%	73%	77%
<i>Unrecovered FOGO material</i>	<i>56%</i>	<i>53%</i>	<i>60%</i>
<i>Unrecovered comingled recycling</i>	<i>14%</i>	<i>20%</i>	<i>17%</i>
Comingled recycling contamination rate	8%	22%¹	15%
FOGO recycling contamination rate	3%	2%	0%

¹ This included an entire apartment bin full of waste which contributed 10 percentage points to the contamination rate

The large volume of unrecovered resources and opportunity for improvement is reinforced when considering material separation efficiency (i.e. the proportion of recyclables placed in the right bin - Figure 37).

Material separation efficiency

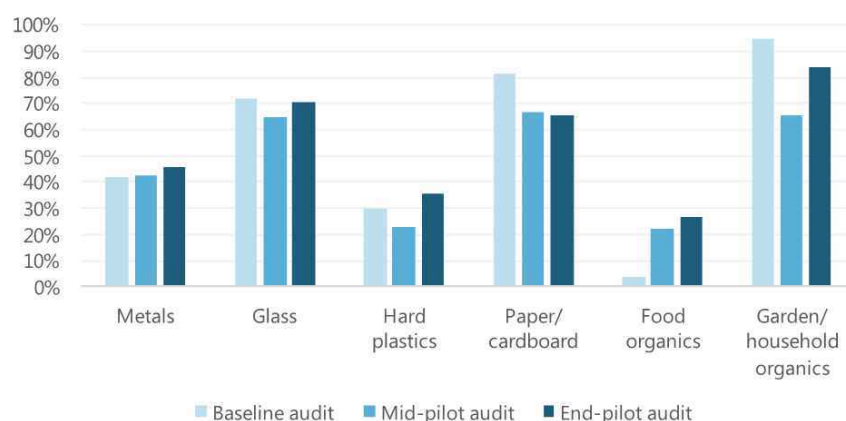


Figure 37: Material separation efficiency

Bin monitoring

A resident monitored the fullness of the bins over the period of the trial and then the bin sensors were installed to measure this remotely:

- Waste generation fluctuate significantly week-to-week with no discernible reason, but overall there is an upward trendline for landfill and FOGO remained steady (Figure 38).
- Estimated landfill diversion was higher than the baseline audit in most weeks (Figure 39)
- The amount of FOGO material increased from the baseline (although still low as a proportion of the total volume of FOGO material in the bins).

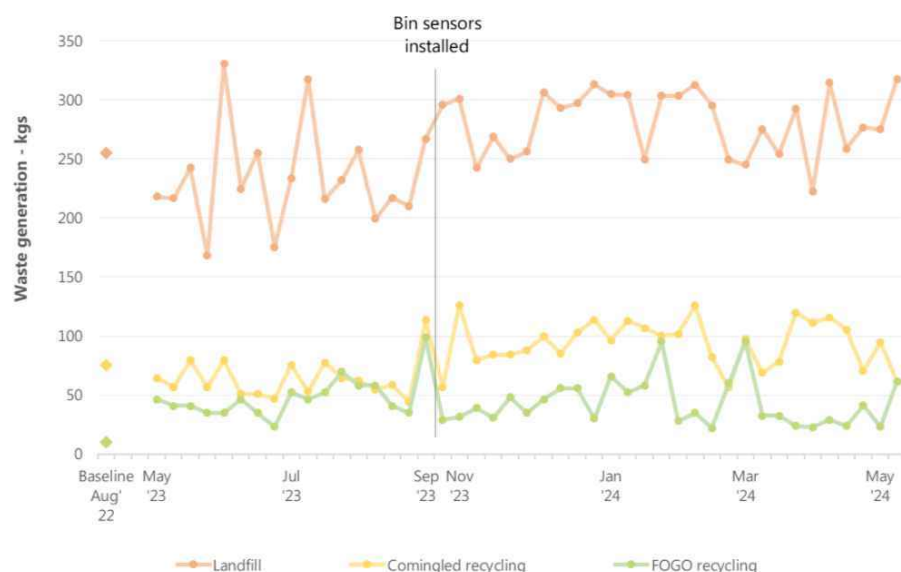
Est. waste generation (adjusted for contamination)

Figure 38: Summary of estimated waste generation based on periodic monitoring of bin fullness (calculated on a density conversion)

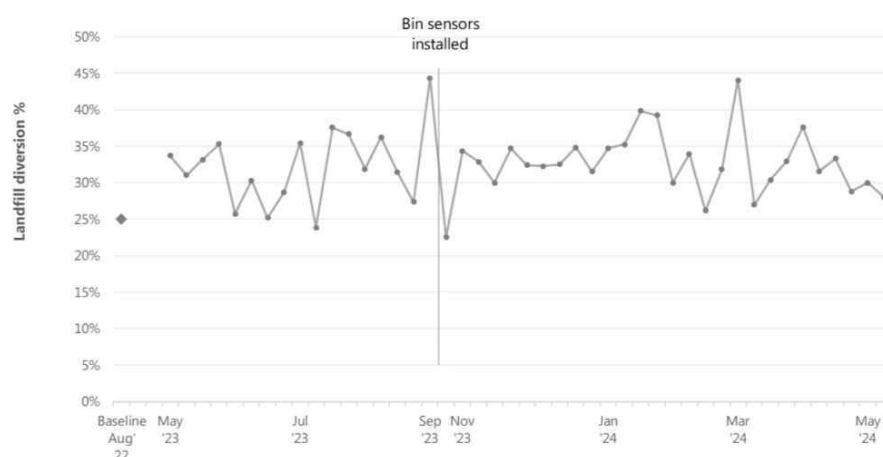
Est. landfill diversion (adjusted for contamination)

Figure 39: Summary of estimated landfill diversion based on monitoring of bin fullness (calculated on a density conversion)

Observations and reflections

The overall performance was variable week-to-week but the improvement in average performance from the baseline was positive. Other reflections include:

- Regular changeover of residents (e.g. renters) was noted by the building committee member involved in the project.
- Residents with English as a second language were noted as being a significant

7.7. Charles Sturt Building 3

This is a 48 apartment MUD. It has a shared basement with CS Building 4. A large, caged bin area is in the basement which residents from either building can access via the lift or stairs (CS Building 4 also has a waste room on the ground floor).

The building is serviced by the City of Charles Sturt's bulk bin collection contractor.

Residents also arranged their own container deposit bins for eligible 10 cent containers and a 'hard to recycle' bin linked to the nearby Sustainable West community centre for items like eyeglasses, x-rays, oral hygiene and e-waste.

The trial included:

- Introducing a 660 litre FOGO recycling bin, collected every week.¹²
Residents must take their FOGO to the bin room via the lift or stairs.
- Installing new signage in the bin area (Figure 40).
- Delivering the base pack (letter outlining the changes, kitchen caddy, compostable bags and education material) each resident's door.

No additional interventions were included in the building, and it can help to act as a control group to compare with CS Building 1 and 2.



Figure 40: Photos of the signage installed in the basement waste area¹³

Bin audit results

Two audits were completed for the building. They show

- An increase in waste generation (Figure 41)
- A similar level of landfill diversion and a low level of food waste efficiency with the introduction of FOGO recycling (Figure 42).

¹² Unfortunately the FOGO bin delivered had a maroon lid (commercial food waste) and contractor constraints meant the lid was not changed to lime green as specified.

¹³ One of the landfill bins has a red lid (it is unknown why it differs from the others, but it does meet the Australian standards).

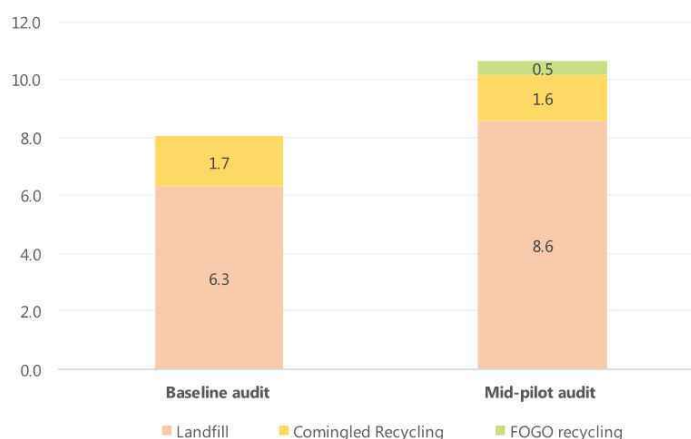
Waste generation (kg/hh/week - adjusted for contamination)

Figure 41: Comparison of waste generation over the two audits

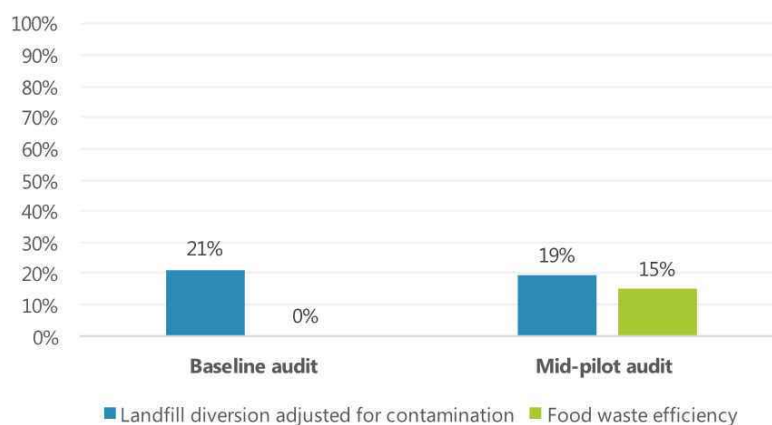
Landfill diversion and food waste efficiency (%)

Figure 42: Comparison of food waste efficiency over the two audits

Another important consideration is unrecovered resources in the landfill bin and contamination in the recycling bins (Table 13):

- Unrecovered resources remain high, but there was a 10-percentage point reduction.
- Contamination in the comingled recycling is high and increased. Textiles, unseparated packaging and bagged recyclables were large contributors to this.
- Contamination in the FOGO recycling bin was very high and was largely non-composable food and general waste.

Table 13: Unrecovered resources and contamination across the audits

	Baseline audit	Mid-pilot audit
Unrecovered resources in landfill bin	68%	58%
<i>FOGO material</i>	<i>54%</i>	<i>43%</i>
<i>Comingled recycling</i>	<i>14%</i>	<i>16%</i>
Comingled recycling contamination rate	22%	32%
FOGO recycling contamination rate	-	31%

The large volume of unrecovered resources and opportunity for improvement is reinforced when considering material separation efficiency (i.e. the proportion of recyclables placed in the right bin -Figure 43).

Material separation efficiency

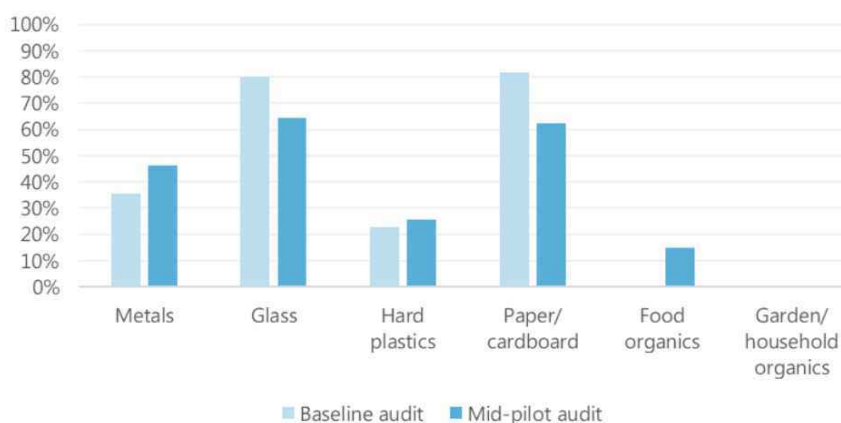


Figure 43: Material separation efficiency

Bin monitoring

A resident of the building monitored the fullness of all the bins once the updated bins, signage and delivery of caddies were completed (the frequency of monitoring depended on their availability). It showed:

- Waste generation fluctuated significantly week-to-week with no discernible reason, but overall there is an upward trendline for landfill and FOGO remained relatively steady (Figure 44).
- Estimated landfill diversion fluctuated, but has a slight positive trendline (Figure 45)
- The amount of FOGO material increased from the baseline (although still low as a proportion of the total volume of FOGO material in the bins).

Est. waste generation (adjusted for contamination)

Figure 44: Summary of estimated waste generation based on periodic monitoring of bin fullness (calculated on a density conversion)

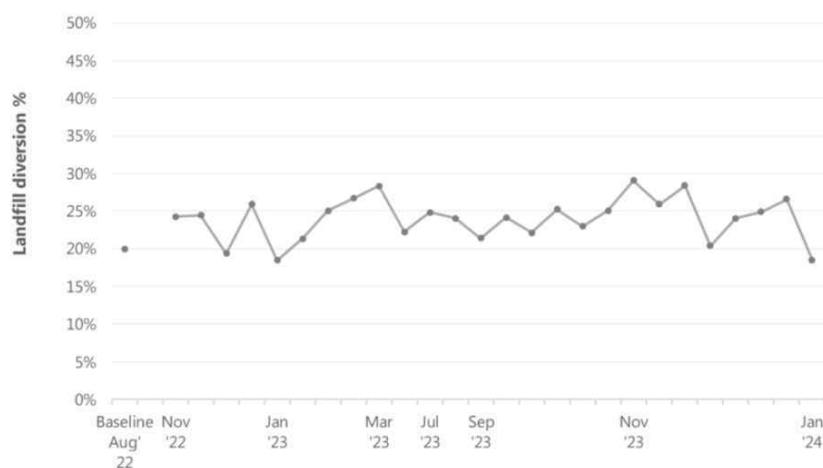
Est. landfill diversion (adjusted for contamination)

Figure 45: Summary of estimated landfill diversion based on periodic monitoring of bin fullness (calculated on a density conversion)

Observations and reflections

There was a slight improvement in the overall performance (based on the bin monitoring) but also significant issues with contamination in the recycling streams.

- The basement bin area is a reasonable distance from the lifts, which may influence behaviour and the level of source separation of materials. Also, if residents take items to the bins on the way to their car, they may be more likely to transport items in one load/bag instead of having to make multiple trips or carry a container they need to return to their apartment.

7.8. Charles Sturt Building 4

This is a 37 apartment MUD. It has a waste room on the ground floor which residents from either building can access via the lift or stairs. Residents can also access the shared basement bin area and it is unknown how many residents may use this over the ground floor waste room.

The building is serviced by the City of Charles Sturt's bulk bin collection contractor. Residents also arranged their own container deposit bins for eligible 10 cent containers and a 'hard to recycle' bin linked to the nearby Sustainable West community centre for items like eyeglasses, x-rays, oral hygiene and e-waste.

The trial included:

- Switching from two 240 litre FOGO bins collected fortnightly to one 660 litre FOGO recycling bin, collected every week. Residents must take their FOGO to the bin room via the lift or stairs.
- Installing new signage in the bin room (Figure 46).
- Delivering the base pack (letter outlining the changes, kitchen caddy, compostable bags and education material) each resident's door.

No additional interventions were included in the building, and it can help to act as a control group to compare with CS Building 1 and 2.



Figure 46: Photo of the signage installed in the ground floor bin room¹⁴

Bin audit results

Two audits were completed for the building. A third audit was not conducted as there was no intervention to evaluate. The audits show

- A similar level of waste generation (Figure 47)
- A slight increase in landfill diversion food waste efficiency (Figure 48).

¹⁴ Unfortunately the FOGO bin delivered had a maroon lid (commercial food waste) and contractor constraints meant the lid was not changed to lime green as specified.

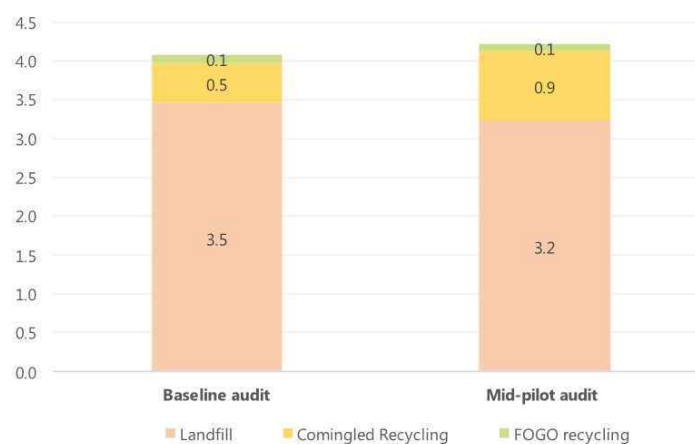
Waste generation (kg/hh/week - adjusted for contamination)

Figure 47: Comparison of waste generation over the two audits

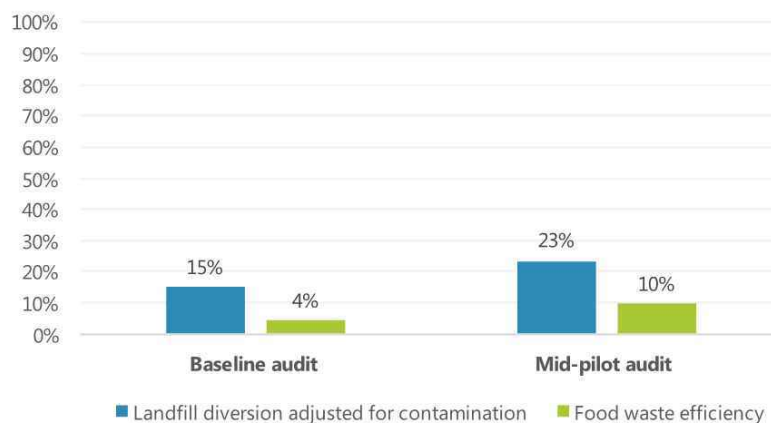
Landfill diversion and food waste efficiency (%)

Figure 48: Comparison of food waste efficiency over the two audits

Another important consideration is unrecovered resources in the landfill bin and contamination in the recycling bins (Table 14):

- Unrecovered resources remain high, but there was a 12-percentage point reduction.
- Contamination in the comingled recycling increased. Residual waste was the largest factor.
- Contamination in the FOGO recycling bin was very high but reduced significantly.

Table 14: Unrecovered resources and contamination across the audits

	Baseline audit	Mid-pilot audit
Unrecovered resources in landfill bin	76%	63%
<i>Unrecovered FOGO material</i>	<i>62%</i>	<i>41%</i>
<i>Unrecovered comingled recycling</i>	<i>14%</i>	<i>22%</i>
Comingled recycling contamination rate	14%	26%
FOGO recycling contamination rate	37%	0%

The large volume of unrecovered resources and opportunity for improvement is reinforced when considering material separation efficiency (i.e. the proportion of recyclables placed in the right bin -Figure 49).

Material separation efficiency

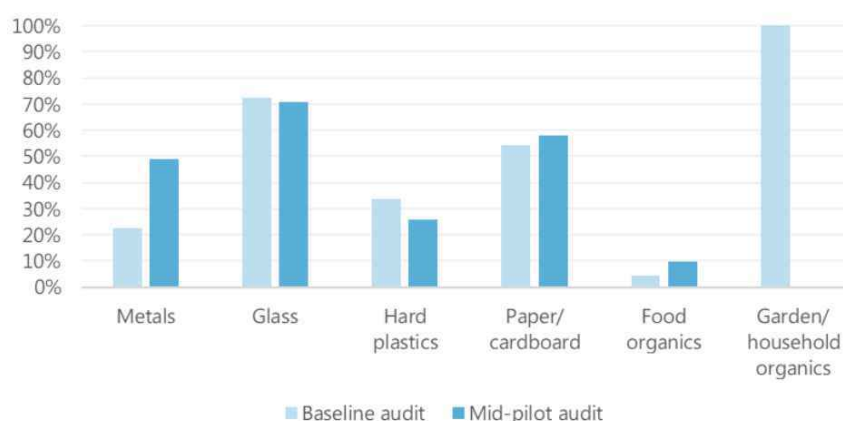


Figure 49: Material separation efficiency

Bin monitoring

A resident of the building monitored the fullness of all the bins once the updated bins, signage and delivery of caddies were completed (the frequency of monitoring depended on their availability). It showed:

- Waste generation fluctuated significantly week-to-week with no discernible reason, but overall there is an upward trendline for landfill and FOGO remained relatively steady (Figure 50).
- Estimated landfill diversion increased significantly from the baseline, but still fluctuated week-to-week (Figure 51)
- The amount of FOGO material increased from the baseline (although still low as a proportion of the total volume of FOGO material in the bins).

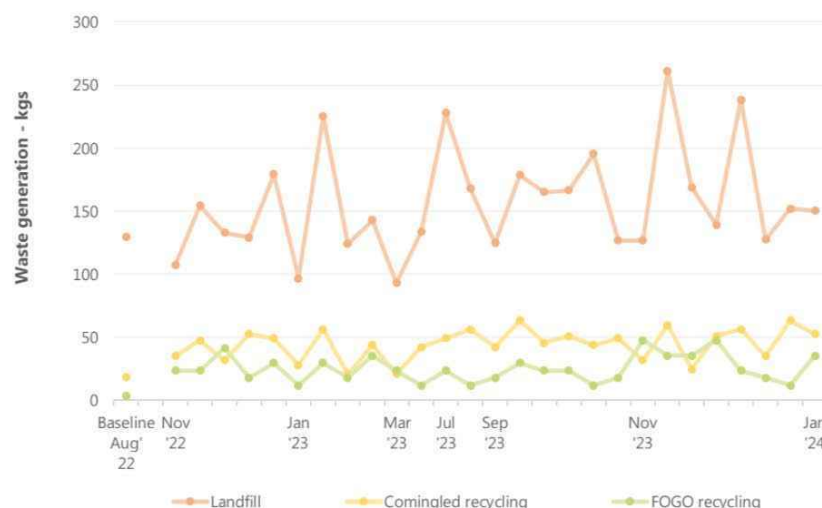
Est. waste generation and kerbside diversion (adjusted for contamination)

Figure 50: Summary of estimated waste generation and landfill diversion based on periodic monitoring of bin fullness (calculated on a density conversion)

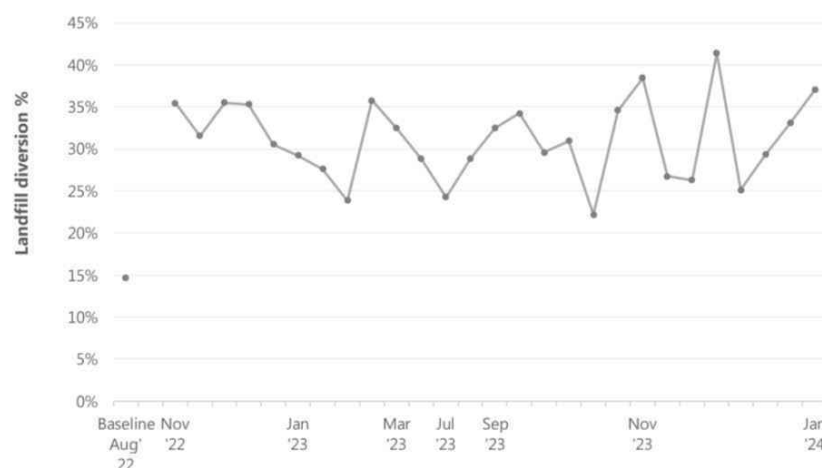
Est. landfill diversion (adjusted for contamination)

Figure 51: Summary of estimated landfill diversion based on periodic monitoring of bin fullness (calculated on a density conversion)

Observations and reflections

There was a reasonable improvement in performance following the delivery of the base pack which is reflected particularly in the bin monitoring. However it remained highly variable.



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16.9 Submission to EPA on review of the Environment Protection (Waste to Resources) Policy 2010

Brief

This report presents a draft submission to the Environment Protection Authority (EPA) review of the *Environment Protection (Waste to Resources) Policy 2010 (W2R EPP)* to Council for approval.

RECOMMENDATION

It is recommended to Council that it approves the letter (**Attachment 1** of the Agenda report) and completed submission template for forwarding to the EPA (noting that the Multi Unit Dwellings Waste Pilot Project Report provided to Council at this meeting will also be provided as part of the submission).

Introduction

The W2R EPP provides the regulatory framework for South Australia's waste management objectives, and since it commenced in 2010 there have been significant changes to the waste and resource recovery sector and its operating environment. The EPA has produced a discussion paper that outlines the issues and opportunities for policy reform and explores potential policy measures that could be introduced to modernise South Australia's approach to the regulation of resources and waste and enable the development of a more circular economy. Consultation on the discussion paper opened on 23 September 2024 and will close on 20 December 2024.

Discussion

The discussion paper explores six key areas for reform. These are:

1. Supporting the transition to a more circular economy
2. Avoiding waste generation
3. Maximising resource recovery
4. Supporting a strong market for recovered resources
5. Protecting the environment and human health from waste pollution
6. Circular economy metrics, reporting and transparency

The consultation underway provides an excellent opportunity for Council to engage with the State Government on further modernisation and improvements to recycling and waste management in South Australia. There are significant opportunities to improve the diversion of waste from landfill, reduce greenhouse emissions, and to promote a circular economy that may also result in reduced costs to ratepayers. This includes allowing for cost-effective weekly organics collections, supporting greater diversion of waste from multi-unit dwellings, and supporting emerging technologies and industries such as 'waste to hydrogen'. Many of these opportunities have not been realised due to the imposition of regulatory barriers that may be overcome through the current reform process with open and considered engagement between councils and the State Government.

These areas of opportunity form the backbone of Council's submission. They do not fit neatly within the six key areas listed by the EPA so are presented under the following three headings:

- Improved diversion of food organics,
- Waste management in multi-unit dwellings, and
- Regulatory settings for residual waste as feedstock for 'waste to hydrogen' facilities.

The attached letter (**Attachment 1**) includes comment on the three key areas, listed above. The letter has a strong focus on improved diversion of food organics, seeking further work from the State Government to consider policy options that will improve diversion of household food waste from landfill.

Specifically, the State Government is asked to consider policy options that might overcome community and political concerns with weekly collections of food organics and fortnightly collection of residual municipal solid waste or alternative policy solutions that achieve a significant diversion of food waste from landfill.

There is an opportunity to reduce the cost of waste services to ratepayers if such a scheme could be successfully implemented with significant potential to reduce the quantum of waste levy paid by councils. However, to build political and community support for such an approach it is necessary to ensure community concerns such as maintaining sufficient capacity for large families and those with children in nappies can be suitably addressed through the design of such a service. Council staff consider that there is an opportunity for the State Government to look at the policy problem of poor diversion of domestic food waste in South Australia in a holistic manner that considers and addresses the concerns of the community in the design of possible solutions.

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 generation and disposal of waste accounts for approximately 5% of community carbon emissions in the City of West Torrens. Further reducing disposal to landfill by diverting recyclable and organic material will reduce these emissions.

Conclusion

Waste management is an integral part of Council's services and any input that Council can have to improving future regulation of waste, recycling and the waste and recycling industries is in our best interests. In addition to provision of Council's submission staff will continue to work constructively with the EPA and Green Industries SA to bring about policy reform that helps Council to achieve its waste management goals and ensures the recycling and waste collection services provided by the City of West Torrens are as effective and efficient as possible.

Attachments

- 1. Council submission to EPA on the review of the Environment Protection (Waste to Resources) Policy 2010**



11 December 2024

Michelle Jones
Principal Advisor Waste Policy
Environment Protection Authority
Att: W2R EPP Review
GPO Box 2607
ADELAIDE SA 5001

Dear Ms Jones

Submission to the review of the Environment Protection (Waste to Resources) Policy 2010

Thank you for the opportunity to provide input to the review of the *Environment Protection (Waste to Resources) Policy 2010* (W2R EPP). The provision of waste services to the community is Council's biggest annual operating expense, and reducing waste generation and disposal to landfill is a key strategic focus area for Council. Achieving improvements will have a dual benefit of reducing waste management costs and reducing the environmental footprint of the City of West Torrens. Council is supportive of reforms that aim to improve these outcomes.

The City of West Torrens residents dispose of more than 11,000 tonnes of waste to landfill and divert more than 12,000 tonnes to recycling and composting annually. Council's waste strategy, *City of West Torrens Waste and Resource Recovery Strategy 2022-2032*, identifies five priorities areas to improve waste management in the Council area. These are:

- Circular economy
- Continuous improvement
- Education and engagement
- Innovation
- Policy and framework

The *Policy and framework* priority area includes advocating for change with the Government and fostering research and development to improve waste management outcomes. This submission aligns with those deliverables but also touches on some of the other priority areas identified in Council's waste strategy.

Three key areas of interest to the City of West Torrens that are not easily distinguished under the headings within the discussion paper are improved diversion of food organics; regulatory settings for feedstock for 'waste to hydrogen' facilities; and waste management in multi-unit dwellings.

Improved diversion of food organics

Council understands the original policy intent of the Solid Waste Levy to drive diversion of waste from landfill and to support the development of a mature recycling industry in South Australia. However, in 2022-23 South Australians disposed of 914,000 tonnes of waste to landfill, an

increase of 29,000 tonnes from 2021-22¹, and per capita waste generation was also up. Alongside this, the three-bin recovery rate for municipal solid waste in Metropolitan Adelaide improved by just 2.5% between 2010-11 and 2021-22² whereas the Solid Waste Levy for metropolitan Adelaide increased from \$35 to \$156 over the same period. A 440% increase in the levy achieved a paltry 2.5% increase in diversion of Municipal Solid Waste.

Clearly, the current policy settings are not working. City of West Torrens ratepayers are paying more than \$1.7 million dollars annually in Solid Waste Levy and Council, notwithstanding opposition to the current rate of the levy, is keen to reduce this impost on our community through greater diversion of municipal solid waste from landfill. The heaviest portion of residual domestic waste comes from food waste, and this is where solid waste levy savings can be best achieved.

The Government's current policy settings through Clause 10(2) of the W2R EPP deliberately prevent Councils in metropolitan Adelaide from achieving greater diversion of food waste and reducing the cost of its waste services to its communities, as well as achieving the other environmental benefits of removing food waste from landfill that are Government policy objectives.

Several metropolitan Councils, including the City of West Torrens, have run trials for the weekly collection of food organics and green organics (FOGO) and fortnightly collection of residual domestic waste with considerable success. Councils now have a wealth of data, including feedback from the community, from these trials that supports a larger rollout of these service changes. The change in service significantly increases diversion of food waste from landfill, and community concerns are not insurmountable.

The limiting factor in each trial has been the requirement of Clause 10(2) of the W2R EPP to provide an additional costly weekly collection for residual waste as an opt out option. In each of these trials Councils have worked to build community support regarding implementation and this would be no different should there be an opportunity for Councils to offer an alternative service ongoing. Community support will always provide a level of control on innovation in this space, but the current policy settings prevent that innovation and community engagement from occurring.

South Australia's regional Councils, for reasons that are unclear, are not subject to the same policy constraints and a number of those Councils have implemented changed service frequencies with great success. Port Pirie Regional Council recently won a national award for its transition to a weekly FOGO service and fortnightly residual waste service. It has seen its kerbside diversion rate jump from an average of 46% to 67%, as well as a fall in landfill volumes by 38%. These services work and also demonstrate that the perceived concerns preventing change in metropolitan Adelaide can be overcome for the benefit of the broader community.

It is important to address the perceived concerns of a change to the frequencies of waste collections and this will be an incredibly important part of further work to remove the current barriers to innovation and potential cost savings to ratepayers in metropolitan Adelaide. The political and community concerns raised with the Government we understand to include accommodating larger families and families that generate nappies without additional charges, and odour. All of these issues must be considered in determining whether to remove the controls in clause 10(2) of the W2R EPP but equally all are able to be addressed and should be addressed through a thorough policy examination utilising the Government's Better Regulation

¹ CERR Report, Green Industries SA, 2024

² Metropolitan Adelaide's Kerbside Waste Performance Report 2021-22, Green Industries SA, 2023

Handbook³ and the development of a Regulatory Impact Statement. A Regulatory Impact Statement should consider all available service options to increase diversion of food waste, including service provisions that may address community concerns, and assesses their raw costs as well as their true cost through a benefit cost analysis.

The focus of parliamentary debate has been on a 'nappy tax' and 'large family tax' but the inverse is also true and much more significant in its application whereby, through a standardised waste charge, the vast majority of households are cross-subsidising those households with large families and with children in nappies. In Greater Adelaide 61.2% of all households have less than 2 people resident and 92% of all households have less than 4 people resident. This is not to say that community and political concerns should be ignored, and Council is not supportive of charge by weight arrangements, but these concerns may be reasonably overcome through the provision of larger bins or a bespoke nappy service, as examples, to the small number of dwellings that require additional capacity and overall costs may be reduced for all ratepayers. Odour in the residual waste bin is mostly caused by food waste so odour will be a motivating factor for people to dispose of food waste in a weekly FOGO service if one were provided.

At a very basic level, moving from a weekly residual waste service to a fortnightly service has the potential to save ratepayers money as the Solid Waste Levy is not applied to FOGO and there are other benefits regarding job creation in the recycling industry and environmental benefits that all need to be considered when determining the future policy settings regarding the collection of FOGO in metropolitan Adelaide. State and Local Governments have the necessary information from numerous metropolitan trials and the implementation of successful regional services to develop a thorough Regulatory Impact Statement but Government leadership is needed. It is recommended that the EPA undertakes a Regulatory Impact Statement with assistance from Councils and the LGA.

The options in Table 1 are suggested as a starting point for consideration within a Regulatory Impact Statement however other options to address community concerns may also be uncovered and considered. It is further suggested that raw costs and a broader benefit cost analysis are undertaken within the Regulatory Impact Statement.

Option 1	Status quo 1 - Weekly Municipal Solid Waste (MSW), Fortnightly FOGO
Option 2	Status quo 2 - Weekly FOGO with opt out, maintained weekly MSW collection
Option 3	Weekly FOGO, no opt out, fortnightly MSW collection
Option 3a	Weekly FOGO, no opt out, fortnightly MSW collection, large bins on request
Option 3b	Weekly FOGO, no opt out, fortnightly MSW collection, nappy service
Option 3c	Weekly FOGO, no opt out, fortnightly MSW collection, large bins on request and nappy service

Table 1. Options to be considered in a Regulatory Impact Statement

Regulatory settings for feedstock for 'waste to hydrogen' facilities

Regulatory settings for gasification of residual waste should be revisited to be more supportive of the clear role that it may play in diverting waste from landfill that is otherwise uneconomical or physically difficult to divert. Regulatory settings should also reflect that gasification is an industrial use of residual waste that provides a level of circularity for the embedded energy within

³ <https://www.dpc.sa.gov.au/resources-and-publications/Better-Regulation-Handbook.pdf>

waste that can be transformed into hydrogen, biofuels or fertilisers. The EPA has an opportunity to assist with industry development in this space that is aligned with the Government's existing investments in creating a hydrogen industry in South Australia.

Gasification has considerably lower greenhouse gas production than landfilling and also performs better in other environmental aspects. Landfilling has higher global warming (75.2%), acidification (94%), smog formation (75.75%), eutrophication (93.3%) and ecotoxicity (99.9%) potentials⁴.

There are considerable other benefits associated with gasification including extending the life of existing State landfill capacity, creation of jobs through establishment of new industry, and the production of locally produced hydrogen, biofuels or fertilisers.

Waste management in multi-unit dwellings (MUDs)

MUDs typically have poor levels of source separation, landfill diversion and recycling contamination and are becoming more common across metropolitan Adelaide. The City of West Torrens, in partnership with the City of Charles Sturt, East Waste, and Green Industries SA, recently completed a pilot project that aimed to identify ways to increase source separation of recyclables and food waste, reduce contamination, and lower landfill volumes in MUDs.

The project took a scientific approach that included research of best practice interventions, engagement with focus groups, and the running of a pilot project to obtain location specific data.

Key findings of the pilot project include:

- Average food separation efficiency increased significantly after the introduction of basic equipment and information (from a low base - food separation 3% at commencement);
- MUDs are unlikely to ever perform as highly as single dwellings;
- Incentives are unlikely to be enough of a motivation to change behaviour long term.
- Direct financial considerations (e.g. more transparent service costs, contamination charges) are likely to have more ability to influence behaviour. Some buildings enquired whether waste management costs could be reduced if they reduced the number of landfill bins they had onsite.
- Physical design of the building and waste system is likely far more important than can be measured and highlights the importance of strong processes during building design and the development approval process.
- Considering the life of a building, Councils need ways to have greater influence on the design of a waste management system before construction of a building.
- Contamination in FOGO bins is a significant issue and the relative impact of contamination in bulk bins is much higher to kerbside bins.
- Engagement with MUD residents is challenging and councils do not currently have convenient ways to engage with them.

The final report for the MUDs Pilot Project is attached for your information. Importantly, the report includes recommendations to improve waste diversion from MUDs, a number of which can

⁴ Ouedraogo, A.S.; Frazier, R.S.; Kumar, A. Comparative Life Cycle Assessment of Gasification and Landfilling for Disposal of Municipal Solid Wastes. *Energies* **2021**, *14*, 7032. <https://doi.org/10.3390/en14217032>

only be implemented either directly by the State Government, or with the support of the State Government.

Recommendations of the final report that are relevant to the work that the EPA is undertaking to review regulatory settings in South Australia to promote improved waste management outcomes include:

- **Recommendation 1:** Improve regulations to support better practice waste management in MUDs, including:
 - strengthen waste management within planning policy to create consistency at all levels and advocate for waste management to be considered an essential service and included in the National Construction Code and reflected in SA building rules and regulations.
 - mandate segregated organics collections for residential developments and require equal access to all three waste and recycling streams.
- **Recommendation 3:** Improve waste management expectations and requirements for building/strata managers.
- **Recommendation 4:** MUDs with kerbside services should have a weekly FOGO service.

Further details regarding the recommendations can be found in the body of the report.

I have also attached a completed EPA submission template that provides further input across all areas of the discussion paper, where of relevance to the City of West Torrens.

Should you require any further information on this submission please contact Steven Mudge, Manager Strategy and Sustainability

Yours sincerely

Angelo Catinari
Chief Executive Officer

Encl: Completed EPA submission template
Multi Unit Dwellings Pilot Project Final Report

16.10 Proposal to name two roads in Thebarton subdivision

Brief

This report presents a proposal to name two roads at the former University of Adelaide Thebarton Campus site which has undergone a subdivision of allotments.

RECOMMENDATION

It is recommended to Council that:

1. It commences a consultation process, in line with *Council Policy - Asset Naming and Council Policy - Public Consultation*, to:
 - name the road marked Lot 423 highlighted in yellow located as an extension of Winwood Street, Thebarton (**Attachment 1** of the Agenda report), Little Winwood Street, Thebarton.
 - name the road marked Lot 424 highlighted in green located as an extension of Queen Street, Thebarton (**Attachment 2** of the Agenda report), Queen Street, Thebarton.
2. The Administration be authorised to approach the City of Charles Sturt to facilitate consultation with residents and ratepayers in that council area who are within the 300m radius of the subdivided area.
3. A report be presented to a future meeting of Council with the results of the consultation process.

Introduction

Section 219(1a) of the *Local Government Act 1999* (Act) provides that the Council must assign a name to a public road created after the commencement of this subsection by land division.

The former University of Adelaide Thebarton Campus allotments have been subdivided for mixed use purposes. As a result of the subdivision, two public roads were created and are to become an asset of the City of West Torrens.

Discussion

Background Information

The two roads created by the subdivision of allotments, one an extension of Winwood Street, Thebarton highlighted in yellow and one an extension of Queen Street, Thebarton highlighted in green (**Attachment 3**) are currently unnamed.

No official naming records have been located and both roads are unnamed on Google Maps. An old street map and insert from a street directory show that the roads were previously considered part of the internal allotment arrangements (**Attachment 4**).

However, an old University of Adelaide site map, of date unknown, indicates that the roads were colloquially known as Little Winwood Street and Little Queen Street (**Attachment 5**). No historical reference of these names has been found. The informal names appear to derive from being located as an extension of Winwood Street and Queen Street.

It is proposed by Administration that the road marked Lot 423 that is an extension of Winwood Street be named Little Winwood Street as such is colloquially named. This name also maintains continuity given its extension from Winwood Street.

Given the short length of the extension to Queen Street alignment and as the road directly continues from Queen Street, it is proposed the section of unnamed road be named Queen Street.

As a result of the road naming, the businesses that sit on Lot 423 and Lot 424 will receive new numbering. The businesses that face both Lot 423 as an extension of Winwood Street and Lot 424 as an extension of Queen Street have a current address of 35-37 Stirling Street, Thebarton with units numbered accordingly. Stirling Street runs east of the allotment and intersects with Winwood Street however, does not intersect Queen Street. The current addresses do not provide an adequate representation of their location.

Asset Renaming Requirements

Council must assign a name to a public road created after the commencement of this subsection by land division pursuant to s2191(a) of the Act.

The Policy contains the process by which Council can name or rename an asset within the City of West Torrens (**Attachment 6**).

Consultation Requirements

To progress an asset's naming process, Council is required to undertake public consultation on the proposed name. Consequently, this report seeks Council's approval to do so. The consultation will be undertaken pursuant to the Act and the Policy with a further report to be presented to Council on the outcome of the consultation for its final decision on the naming proposal.

The consultation will include affected business owners (being those that own or reside in a property within 300m of the roads) and relevant agencies including but not limited to Australia Post, SA Ambulance Service, Metropolitan Fire Service, SA Power Networks and the Local Government Association.

As both roads lie within the consultation boundary with the City of Charles Sturt, residents and ratepayers within that Council area will also be consulted.

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 are no climate impact considerations with respect to this report.

Conclusion

This report seeks the commencement of the process to name the road marked Lot 423 located as an extension of Winwood Street and the road marked Lot 424 located as an extension of Queen Street in Thebarton.

Attachments

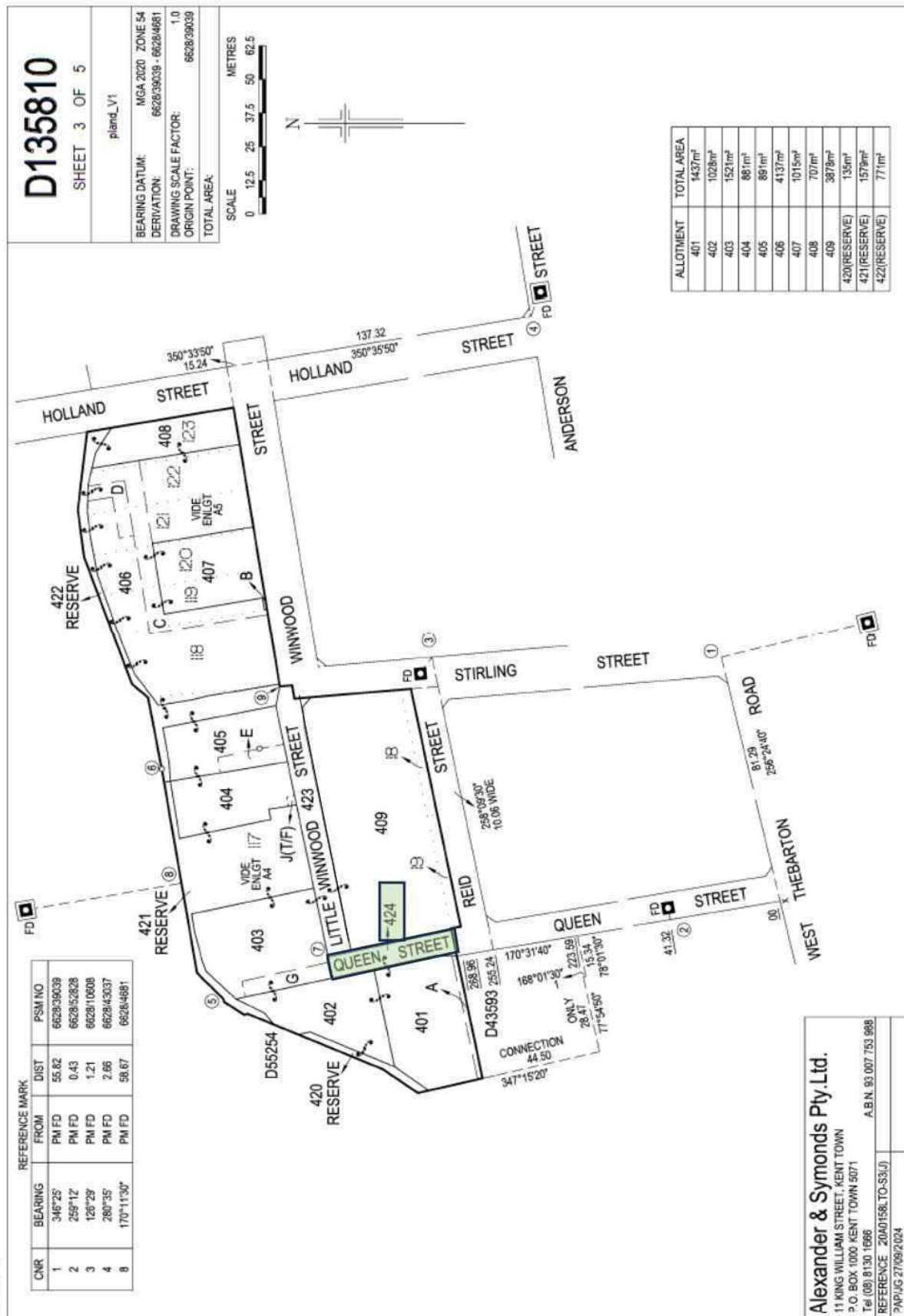
1. **Lot 423 - Little Winwood Street**
2. **Lot 424 - Queen Street**
3. **Map of location of streets**
4. **Old street map and insert from street directory**
5. **University of Adelaide Site Map**
6. **Council Policy - Asset Naming**

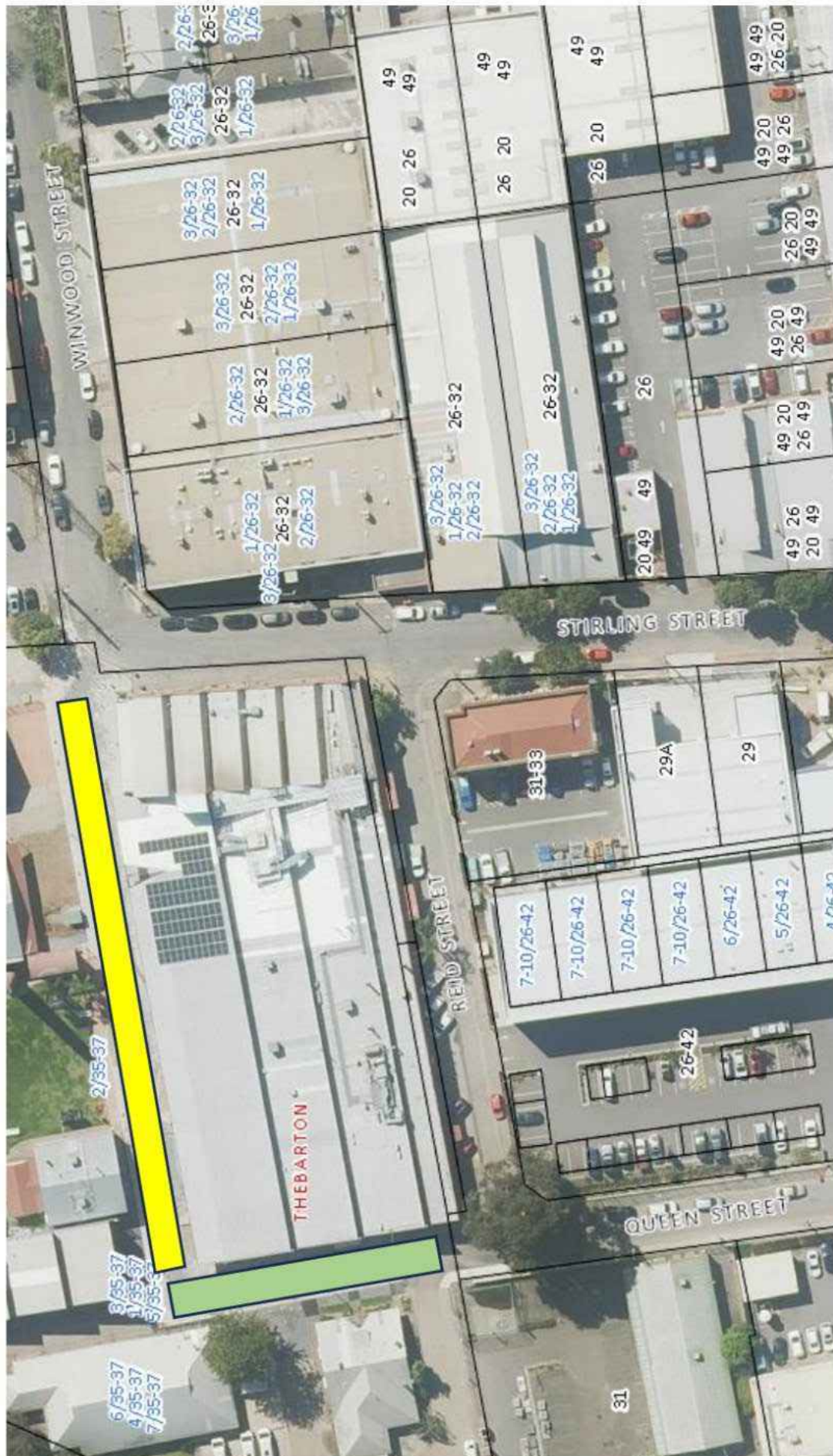
DRAFT

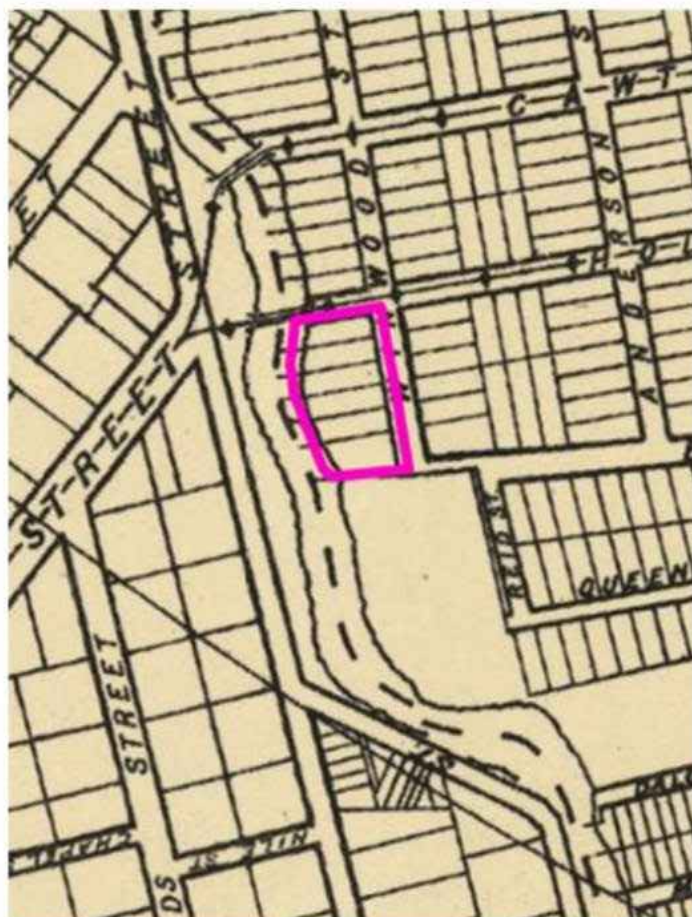
CNR	BEARING	FROM	DIST	PSM NO
1	346°25'	PM FD	55.82	6628/39039
2	256°12'	PM FD	0.43	6628/52828
3	126°29'	PM FD	1.21	6628/10608
4	280°35'	PM FD	2.66	6628/43037
8	170°11'30"	PM FD	56.67	6628/4881

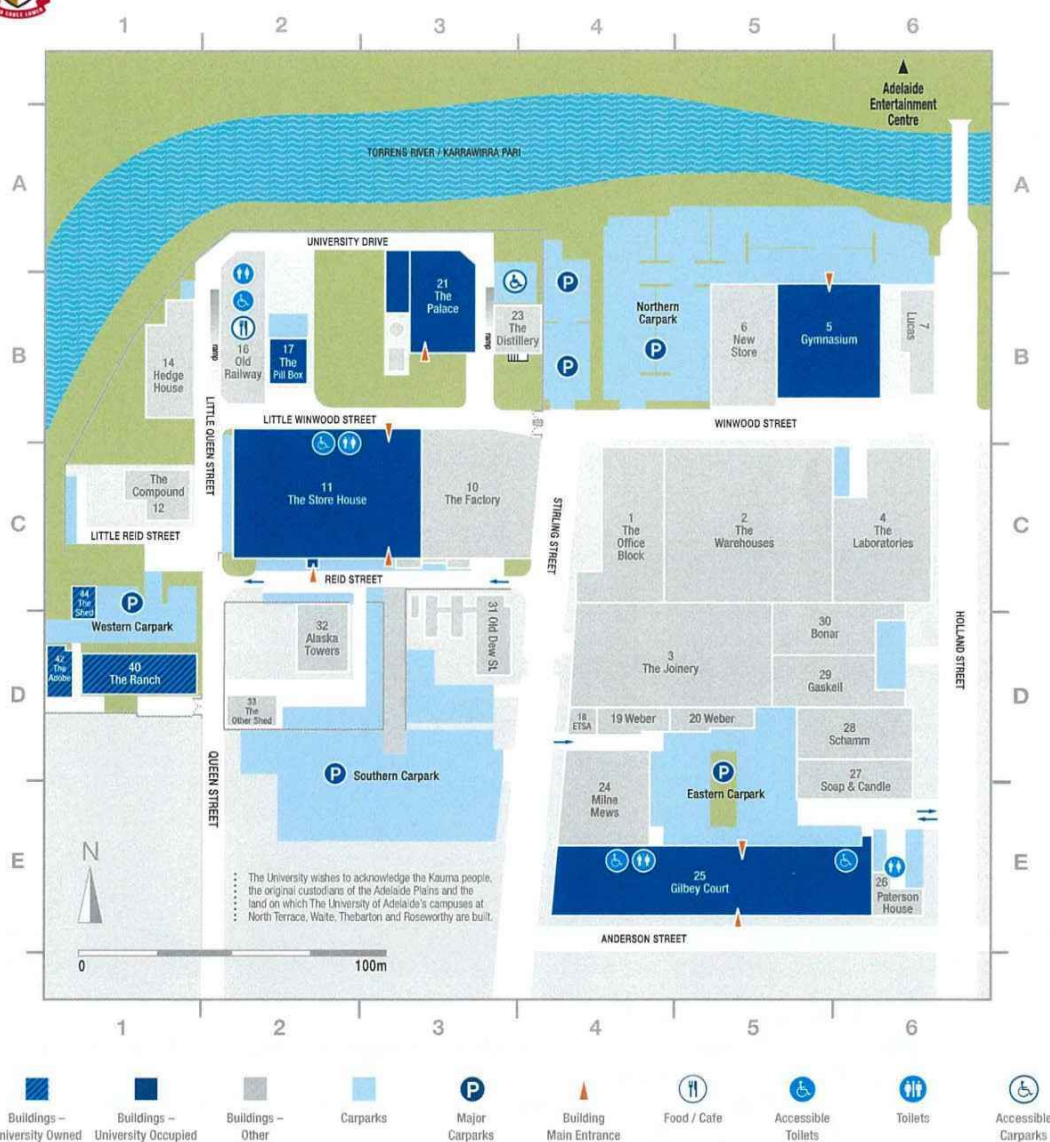
ALLIANCE	TOTAL AREA
401	1437m²
402	1028m²
403	1521m²
404	881m²
405	881m²
406	4137m²
407	1015m²
408	707m²
409	3878m²
420(RESERVE)	135m²
421(RESERVE)	1579m²
422(RESERVE)	771m²

DRAFT









BUILDINGS - UNIVERSITY OCCUPIED GRID

Gilbey Court	E5
Gymnasium	B5
The Palace	B3
The Pill Box	B2
The Store House	C2

BUILDINGS - UNIVERSITY OWNED

The Adobe	D1
The Ranch	D1
The Shed	C1

BUILDINGS - OTHER

Alaska Towers	D2
ETSA Transformer	D4
Gaskell	D6
Hedge House	B1
Lucas	B6
Milne Mews	D4
New Store	B5
Old Dew Street	D3
Old Railway	B2
Paterson House	E6
Schamm	D6
Soap & Candle	D6
The Compound	C1
The Distillery	B3
The Factory	C3
The Joinery	D4
The Laboratories	C6
The Office Block	C4
The Other Shed	D2
The Warehouses	C5
Weber	D4/D5

GENERAL FACILITIES

Basketball Court	B5	Gymnasium
Entropy Café	B2	Old Railway

SECURITY

Security Emergency	8313 5990
After Hours - Patrols	8313 5990
Life Threat Number	000

Campus Accessibility Information

For Assistance, Contact Security, Open 24 Hours
North Terrace Campus, Phone 8313 5990

CITY OF WEST TORRENS



Council Policy: Asset Naming

Classification:	Council Policy		
First Issued:	June 2010		
Dates of Review:	2013, 2016, 2018, 2020, 2023		
Version Number:	6.1		
Objective ID:	A7720		
Next Review Due:	2028		
Applicable Legislation:	Local Government Act 1999 Geographical Names Act 1991		
Related Policies or Corporate Documents:	Council Policy - Public Consultation		
Associated Forms:			
Note:	Amendments and/or adoption of this policy require public notification. Formerly Road Naming Policy		
Responsible Manager:	General Manager Communities		
Confirmed by General Manager:	General Manager Communities	Date	10 October 2023
Approved by Executive		Date	19 October 2023
Endorsed by Council:		Date	21 November 2023

City of West Torrens Council Policy - Asset Naming

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Council Policy - Asset Naming

1. Preamble

- 1.1. A Council has the power under section 219 of the *Local Government Act 1999* (the Act) to assign a name to, or change the name of a:
 - 1.1.1. public road
 - 1.1.2. private road
 - 1.1.3. public place.
- 1.2. Council must assign a name to each public road created by land division.
- 1.3. Council has the ability to name Council-owned assets such as sporting or community facilities that may fall outside the scope of a public place and are therefore not covered by the scope of section 219 of the Act.

2. Purpose

- 2.1. The purposes of this policy are to:
 - 2.1.1. Provide a framework for selecting new and replacement names for assets in the City of West Torrens (CWT).
 - 2.1.2. Provide staff, the local community and developers with clear information on Council's requirements for the naming and renaming of assets.
 - 2.1.3. Ensure asset names are appropriate, will stand the test of time and preferably are of local or historical significance and/or of First Peoples origin.

3. Scope

- 3.1. This policy applies to:
 - 3.1.1. All existing and proposed assets and public places in the CWT, including both public and private assets (with the exception of internal rooms in Council's operational buildings).
 - 3.1.2. All sealed and formed public roads within the CWT.
 - 3.1.3. All formed private roads that are accessible to the public, including (but not limited to) roads within complexes such as hospitals and retirement villages.

4. Definitions

- 4.1. **Administration** means the administrative staff of the Council.
- 4.2. **Affected land owners** means:
 - 4.2.1. For the purposes of naming a road, those people who own, reside in or occupy land adjacent to the road.
 - 4.2.2. For the purposes of naming a public place, those people who own, reside in or occupy land within a 300m radius of the place to be named.

City of West Torrens Council Policy - Asset Naming

- 4.2.3. An adjoining council.
- 4.3. **Asset** means a fixed item or facility used to satisfy a service potential or enabling the CWT to meet its corporate or community objectives. Types of assets include:
- 4.3.1. Infrastructure including roads, bridges, footbridges, footpaths, bike paths, carparks, drainage, walkways, alleys, laneways, thoroughfares, and stormwater and traffic infrastructure.
- 4.3.2. Community assets including parks, playgrounds, sporting fields, monuments, community buildings and hubs (including rooms within those assets).
- 4.3.3. Corporate assets including the Civic Centre, depot and other administrative buildings.
- 4.4. **Community** means the residents, businesses and community groups of the City of West Torrens or any natural person who has held office within Council whether they be elected or appointed.
- 4.5. **Council** means the body corporate of the Corporation of the City of West Torrens.
- 4.6. **Developer** means a person, persons or company that has submitted a development application to Council.
- 4.7. **Land division** is a reference to the division of an allotment under the Development Act 1993 or the *Planning, Development and Infrastructure Act 2016* or to the dealing with land under the *Roads (Opening and Closing) Act 1991* so as to open a road.
- 4.8. **Property owner** means the registered owner of the relevant parcel of land or building.
- 4.9. **Road** means a public or private street, road or thoroughfare to which public access is available on a continuous or substantially continuous basis to vehicles or pedestrians or both and includes:
- 4.9.1. a bridge, viaduct or subway,
- 4.9.2. an alley, laneway or walkway.
- 4.10. **Private road** means a road that is on private property that is not under the care and/or control of Council.
- 4.11. **Public place** means an area that is used for a public purpose or is open to access by the public.
- 4.12. **Sporting or community facilities** means Council-owned and -controlled facilities that Council makes available for use by the general public and that are used to satisfy a service potential or to enable the Council to meet its corporate and community objectives including but not limited to:
- 4.12.1. community centres, halls, libraries, theatres and other similar fixed structures.
- 4.12.2. sportsgrounds including buildings and other fixed structures therein that are primarily used for active recreational activities.

5. Policy statement

5.1. An asset or public place naming process may be initiated if:

- 5.1.1. A request is received by the Council from the Department for Infrastructure and Transport (DIT).
- 5.1.2. A request is received by the Council from an affected land owner or their agent or the community.
- 5.1.3. Council resolves that a name change be investigated.
- 5.1.4. The Administration determines it is in the public interest to investigate a change in name.
- 5.1.5. Council or DIT opens or forms a road or public place.
- 5.1.6. Council receives an application for a land division.

5.2. General principles

In the naming and renaming of assets and public places the following principles will be observed:

5.2.1. Uniqueness

- i. An asset or public place will have only one name.
- ii. Duplicate names and similar sounding names within a suburb or locality will be avoided where possible. (e.g., Paice, Payce or Pace Roads).
- iii. Wherever practicable, road names will be continuous from the logical start of the road to the logical end of the road, irrespective of Council boundaries, landforms and intersecting roads.

5.3. Name sources

Names will be selected that are appropriate to the physical, historical or cultural character of the area concerned.

5.3.1. Consideration will be given to using local First Peoples names. However, such names will be used only after consultation with and appropriate permission from the local Kaurna community.

5.3.2. Sources for road or public place names may include:

- i. Names that have a historical or geographical significance to CWT.
- ii. Names of eminent or notable persons with a connection to the area.
- iii. Names that represent the CWT's multi-cultural community, e.g. Asian, African and European names.
- iv. Landscapes or physical forms.
- v. Achievements in arts, culture, education, law, medicine, research sciences and sports.

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- vi. Thematic names such as flora, fauna, ships, etc.
 - vii. Commemorative names.
 - viii. First Peoples names taken from the local Kaurna language (only after consultation with the Kaurna community and obtaining the appropriate permissions).
 - ix. A group with a connection to the asset (where it is a sporting or community asset), being a charitable, social, cultural, sporting or community group.
 - x. Names that reflect the unique characteristics of the site.
- 5.3.3. The origin and significance of each name should be clearly stated and Council will not assign the name of a serving member of the Elected Council, or of the Administration, to an asset owned and/or controlled by the CWT.
- 5.3.4. The practice of naming sportsgrounds and community facilities after their suburb or street location is strongly encouraged as it facilitates ready identification of the location of the sportsground or community facility by residents and the wider community and enables and supports public safety by emergency services.
- 5.4. Propriety
- 5.4.1. Names that may be characterised as follows will not be used:
- i. Offensive or likely to give offence.
 - ii. Incongruous - out of place.
 - iii. Could be construed as advertising particular commercial or industrial enterprises, unless compliant with clause 5.5 of this policy.
 - iv. Names of living persons, except in exceptional circumstances, or where the naming is for that of a hall or room within a community facility as per clause 5.8.2.
- 5.5. Form
- 5.5.1. Names will be reasonably easy to read, spell and pronounce in order to assist service providers, emergency services and the travelling public.
- 5.5.2. Unduly long names and names composed of two or more words or unusual combinations of words will be avoided.
- 5.5.3. When using geographical place or feature names, the form adopted in the State Gazetteer will be used.
- 5.5.4. Road or public place names will not contain abbreviated prefixes, with the exception of "St" in place of "Saint" and "Mt" in place of "Mount".
- 5.5.5. The possessive case will not be used, e.g. "Smith's Road" would be "Smith Road".

City of West Torrens Council Policy - Asset Naming

- 5.5.6. The use of given names or both given names and surname or initials should generally be avoided.
- 5.5.7. The use of hyphens or other similar diacritical marks will be avoided. However, hyphens may be used when naming a road after a person with a hyphenated name.
- 5.5.8. Asset names should be practical for maps and plans when possible. Long street names should not be allocated to short roads as the inclusion of such names on street directories and other maps can result in name crowding difficulties for the mapmakers and confusion or uncertainty for the people using the maps.
- 5.5.9. Asset names will not contain a prefix or an additional suffix, e.g. "north" or "extension".
- 5.6. Road type
 - 5.6.1. Road names will include an appropriate road type suffix (e.g. Smith Road) conforming with the following guidelines:
 - i. The appropriate suffix will be selected from those approved at Appendix 1.
 - ii. The suffix chosen will be compatible with the class and type of road and any geometry of the road form where appropriate, e.g. a crescent shaped road takes the suffix Crescent (Cr).
 - iii. Road name signs will, as far as practicable, be placed at every road intersection.
- 5.7. Naming of sporting grounds
 - 5.7.1. Sportsgrounds, as a general rule, will be named after the suburb or street in which they are located, for example Richmond Oval or Lockleys Oval, but may be assigned a name that has historical or cultural significance, for example Weigall Oval, Apex Park, etc.
 - 5.7.2. Where the Council approves the naming of a Sportsground consistent with clause 5.7.1 (that is, after a suburb or street in which the Sportsground is located), the placement of a plaque and the inscription on the plaque shall be consistent with the requirements set out in clause 5.7.7 except that there is no requirement to acknowledge an individual's contribution given that the name assigned is a suburb or street where the facility is located.
 - 5.7.3. This policy does not contemplate that a sportsground will be named after an individual. However, under exceptional circumstances and at the complete discretion of Council, consideration may be given to such a request or initiative.
 - 5.7.4. Requests or initiatives to name a sportsground after an individual will not be encouraged as a general rule and will require careful scrutiny, assessment and community consultation in line with Council Policy: Public Consultation.
 - 5.7.5. Where a request is made or initiative proposed to name a Sportsground after an individual it must be made posthumously. The application must

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demonstrate that the person commemorated meets the following requirements:

- i. is widely known and respected within the local community;
- ii. is recognised as having a historical link with the locality or is generally acknowledged as having made a significant contribution to the social, sporting, economic or cultural development of the local community;
- iii. is considered by the Council to be of good repute and not likely to be the subject of controversy.

5.7.6. Council will determine whether a request will be granted taking into consideration the advice of the CEO and/or Administration and the outcomes of the community consultation.

5.7.7. Where the Council approves to have a Sportsground named after an individual, a plaque will be erected bearing the Council Coat of Arms and will acknowledge the nature of the individual's contribution to the local community. In addition:

- i. Where there is an official naming ceremony the plaque will also include in the inscription that the naming was dedicated by His/Her Worship the Mayor, with a relevant date, and attended by all other Members of the Council of the day irrespective of their attendance at the dedication ceremony.
- ii. Where there is no official naming ceremony conducted, the wording on the plaque shall indicate that the naming was dedicated by His/Her Worship the Mayor, with a relevant date, and also list all other Members of the Council of the day.

5.8. Naming of community facilities (buildings)

5.8.1. Requests or initiatives to name a community facility and halls or rooms within these facilities can only be considered for a new or unnamed facility. It is not considered appropriate to rename an existing facility.

5.8.2. As a general rule, the new or unnamed community facility will not be named after an individual, but it is considered appropriate to name halls, rooms, foyers, etc. within the building after individuals.

5.8.3. Community facilities, as a general rule, will be named after the suburb or street in which they are located, for example Thebarton Community Centre, Plympton Community Centre. At the complete discretion of the Council, community facilities may be named after individuals, for example Council's library, the Hamra Centre.

5.8.4. Criteria for naming community facilities and halls or rooms within these facilities after individuals should be consistent with the criteria listed in clause 5.5.7, Naming of sportsgrounds, except that there is no requirement for the request or initiative to be made posthumously.

5.8.5. Where the Council approves the naming of a community facility, the placement of a plaque and the inscription on the plaque shall be consistent with the requirements set out in clause 5.7.7 except that there is no requirement to acknowledge an individual's contribution where the name assigned is a suburb or street where the facility is located.

- 5.8.6. Where the Council approves the naming of a hall or room or foyer, etc. within a community facility, a plaque will be erected that acknowledges the individual's contribution to the local community. There is no requirement to inscribe on the plaque that the naming was dedicated by the Mayor or to list the other Members of the Council of the day.
- 5.8.7. For clarity, plaques indicating that the naming of a community facility was dedicated by the Mayor on a certain date, and listing all the Members of the Council of the day, shall only apply to the naming of the entire building. Naming of halls or rooms or foyers within the building will only have a plaque consistent with the requirements of clause 5.8.6.

6. Consultation

6.1. Affected land owners

- 6.1.1. If Council decides to change the name of a road or public place, such as a reserve, it will:
- i. consult with affected parties for 28 days.
 - ii. consider any representations made in response to the notice.
- 6.1.2. An internal room of a Sporting or Community Facility or Council operational building is exempt from this clause unless otherwise recommended by Council.

6.2. First Peoples community

- 6.2.1. Names taken from the local First Peoples language may be used only after consultation with the Kaurna community and obtaining the appropriate permissions.

6.3. Consultation with external agencies

- 6.3.1. A view of the proposed asset name change must be sought from the following external agencies, allowing 28 days for response:
- i. Australia Post
 - ii. Telstra
 - iii. SA Water
 - iv. SA Power Networks
 - v. SA Ambulance Service
 - vi. Metropolitan Fire service
 - vii. State Emergency Services
 - viii. Local Government Association
 - ix. Royal Society for the Blind.
- 6.3.2. An internal room of a Sporting or Community Facility or Council operational building is exempt from this clause unless otherwise recommended by Council.

- 6.4. All responses from the consultation process will be considered by Council prior to the adoption of any proposed asset name change.

7. Naming of private roads

- 7.1. Private land owners are not obliged to seek Council approval for naming their roads. However, there is a public interest in encouraging private land owners and developers to select suitable names, preferably in accordance with this policy, and to obtain Council endorsement for the name.
- 7.2. When Council proposes to assign or change a private road name, in addition to the requirements at clause 6.3, it will also consult with the owner of the land about the proposed name and the signage requirements for the road.

8. Temporary naming agreements for sponsorship purposes

- 8.1. Lessees or licensees of Council-owned property may seek to enter into naming rights agreements with other parties.
- 8.2. Lessees or licensees of Council property who wish to enter into commercial arrangements with third parties to temporarily rename a Council asset must, before entering into any agreement, seek and receive Council's consent for the proposed arrangement in writing. The request for consent should include the following information:
- 8.2.1. the existing name (if any) of the Council asset.
 - 8.2.2. the proposed temporary name of the asset.
 - 8.2.3. the commercial benefit of temporarily renaming the asset.
 - 8.2.4. the proposed duration of the naming agreement.

9. Council decisions and responsibility for costs

- 9.1. A report will be put before Council for a decision detailing the selected name(s), outlining compliance with clause 6 of this policy and providing any submissions made in the consultation phase of the naming process.
- 9.2. The cost of implementing any decision to assign or change a name, that being public notification and signage, will be borne by Council unless otherwise specified.
- 9.3. When a developer proposes to change the approved layout of a development or the layout adjacent to a development that will require a change of an existing or approved road or public place name(s), all costs and any associated public consultation requirements will be borne by the developer.

10. Public notice of name assignment or name change

- 10.1. Council will give public notice of the assigning or changing of a road or public place name by publication on the Council website, in the Government Gazette and by notice in the Advertiser newspaper, as required under s219 of the Act. The public notice will include the date that the name change takes effect.
- 10.2. The date when an asset or public place name assignment or change takes effect shall be the date specified in the resolution of Council, which may be the date of gazettal.

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- 10.3. A room that is part of a Sporting or Community Facility that does not meet the definition of public place is exempt from this clause.

11. Advise relevant parties of name assignment or change

- 11.1. Council will provide written notice of its decision of a name assignment or change to the Registrar-General, Surveyor-General and Valuer-General in accordance with s219 of the Act.
- 11.2. All parties identified in clause 6.3, as appropriate, will be notified in writing of the change of asset name and date of effect of the name change.
- 11.3. Council will update the Register of Public Roads as required by s231 of the Act.
- 11.4. A room that forms part of a sporting or community facility or Council operational building that does not meet the definition of public place is exempt from this clause.

12. Signage

- 12.1. Council will ensure signage is erected in accordance with the relevant Australian Standard.
- 12.2. Signage may be erected during construction of a sub-division.

Appendix 1. APPROVED ROAD SUFFIXES

Two lists are provided in this Appendix:

- Suffixes for Open Ended Roads.
- Suffixes for Cul-de-sacs.

		Open Ended Roads
Alley	Al	A usually narrow roadway for people or vehicles in cities and towns. A minor roadway through the centre of city blocks or squares.
Arcade	Ar	A passage having an arched roof, or any covered passageway, especially one with shops along the sides.
Avenue	Av	A broad roadway, usually planted on each side with trees.
Boulevard	Bvd	A wide roadway, well paved, usually ornamented with trees and grass plots.
Break	Bk	A vehicular access on a formed or unformed surface which was originally prepared as a firebreak.
Bypass	By	An alternative roadway constructed to enable through traffic to avoid congested areas or other obstructions to movement.
Circle	Ci	A roadway that forms a circle or part of a circle.
Circus	Cs	A circular open place where many roads come together.
Circuit	Cct	A roadway enclosing an area.
Crescent	Cr	A crescent or half-moon shaped roadway.
Drive	Dr	A wide thoroughfare allowing a steady flow of traffic without many cross streets.
Edge	Ed	A roadway constructed along the edge of a cliff or ridge.
Entrance	Ent	A roadway connecting other roads.
Esplanade	Esp	A level roadway, often along the seaside or a river.
Fairway	Fry	A short open roadway between other roadways.
Formation	Fmn	A formed surface, once a timber railway, which now provides vehicular access.
Freeway	Fwy	An express highway with limited or controlled access.
Highway	Hwy	A main road or thoroughfare. A main route.
Interchange	Int	A highway or freeway junction designed so that traffic streams do not intersect.
Lane	La	A narrow way between walls, buildings, etc. A narrow country or city roadway.
Loop	Lp	A roadway that diverges from and rejoins the main thoroughfare.
Mall	MI	A sheltered walk, promenade or shopping precinct.
Meander	Mr	A sinuous winding roadway, wandering at random through an area or subdivision.
Parade	Pde	A public promenade or roadway which has good pedestrian facilities along the side.
Parkway	Pwy	A roadway through parklands or an open grassland area.
Pass	Ps	A roadway connecting major thoroughfares or passing through hills.
Path	Pt	A roadway usually used for pedestrian traffic.
Promenade	Prm	A roadway-like avenue with plenty of facilities for the public to take a leisurely walk. A public place for walking.
Quays	Qs	A roadway leading to a landing place alongside or projecting into water.
Ramble	Ra	A roadway that meanders from place to place.
Road	Rd	A place where one may ride. An open way or public passage for vehicles, persons and animals. A roadway forming a means of communication between one place and another.
Rotary	Rty	An intersection of two or more carriageways at a common level where all traffic travels around a central island.
Row	Rw	A roadway with a line of professional buildings on either side.
Spur	Sp	A minor roadway running off at less than 45 degrees.

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Street	St	A public roadway in a town, city or urban area, especially a paved thoroughfare with footpaths and buildings along one or both sides.
Terrace	Tce	A roadway usually with houses on either side raised above the road level.
Track	Tk	A roadway with a single carriageway.
Trail	Trl	A roadway through a natural bushland region.
Turn	Tn	A roadway containing a sharp bend or turn.
Vista	Vs	A road with a view or outlook.
Walk	Wk	A thoroughfare with restricted vehicle access used mainly by pedestrians.
Way	Way	An access way between two streets.
Closed Ended Roads		
Close	Cl	A short enclosed roadway.
Court	Ct	A short enclosed roadway.
Courtyard	Cy	An enclosed area.
Cove	Ce	A short enclosed roadway.
Cross	Cro	A roadway forming a "T" or cross.
Elbow	El	A roadway containing a sharp bend or turn.
Gardens	Gns	A roadway with special plantings of trees, flowers, etcetera, and often leading to a place for public enjoyment.
Green	Grn	A roadway often leading to a grassed public recreation area.
Grove	Gr	A roadway which often features a group of trees standing together.
Mews	Me	A roadway having houses grouped around the end.
Place	Pl	A short sometimes narrow enclosed roadway.
Plaza	Pa	A roadway enclosing the four sides of an area forming a market place or open space.
Retreat	Rt	A roadway forming a place of seclusion.
Square	Sq	A roadway bounding the four sides of an area to be used as open space or a group of buildings.
View	Vw	A roadway commanding a wide panoramic view across the surrounding areas.

16.11 Nominations sought for the Native Vegetation Council

Brief

This report seeks nominations to the Native Vegetation Council.

RECOMMENDATION

It is recommended to Council that:

1.be nominated to the Native Vegetation Council.

Or

2. The report be received.

Introduction

The Native Vegetation Council (Council) is a statutory corporation to which the provisions of the *Native Vegetation Act 1991* (Act) apply. The Council's primary functions are to protect and enhance the natural environment of South Australia, to contribute to a healthy economy by being a place where people want to visit, live and enjoy; and to honour the legacy of the traditional custodians of the land.

The LGA is seeking nominations for one (1) local government representative and one (1) deputy on the Council for terms commencing on 23 April 2024 for a term of up to 2-years (**Attachment 1**).

No expressions of interest have been received from the Administration regarding nominating for the Council.

Discussion

The Council monitors the overall condition of the state's vegetation and makes decisions on a wide range of matters concerning native vegetation in South Australia.

The Council's responsibilities include:

- Encouraging the re-establishment of native vegetation on over-cleared land;
- Managing the Heritage Agreement Scheme, which encourages the protection of native bushland;
- Funding and encouraging on-ground works that produce a significant environmental benefit;
- Funding and encouraging native vegetation management research;
- Monitoring changes to the state's native vegetation landscape through the Change Detection Program;
- Assessing applications and establishing conditions for the clearance of native vegetation.

Term and appointment

Under section 8 of the Act, the Native Vegetation Council must be made up of 7 members:

- 1 nomination by the Minister (who will be presiding member);
- 1 nominated by the Primary Producers SA Incorporated;
- 1 nominated by the Conservation Council of South Australia;
- 1 nominated by the Minister responsible for the Landscape South Australia Act 2019;
- 1 nominated (from a panel of 3 at least one man and one woman) by the Local Government Association of South Australia (plus one deputy);
- 1 must be a person with extensive knowledge of, and experience in, planning, development or mining nominated by the Minister after consultation with the Minister for Planning;

- 1 must be a person with extensive knowledge of, and experience in, the preservation and management of native vegetation nominated by the Minister.

Remuneration and meeting frequency

Sitting fees are \$206 per meeting for ordinary members. Other reimbursements include:

- 'out of session' allowance of \$51.50 per hour
- mileage over 40 km at \$1.14 per km
- travel time at \$26 per hour, minus first 2 hours of travel
- all meals and incidentals.

Selection criteria

To be eligible to nominate, nominees should have:

- practical knowledge of and experience in local government;
- some knowledge of, and experience in, the preservation and management of native vegetation.

Nominees must also:

- carry on a business of primary production (whether as owner or manager of the business);
- live on, or in close proximity, to the land on which the business is carried on;
- manage the business on a daily basis.

Nomination process

In accordance with the *LGA Appointments and Nominations to Outside Bodies Policy*, the LGA Board of Directors' Nominations Committee may undertake preliminary consideration of nominees (which may include referee checks and interviews) and make recommendations to the LGA Board.

LGA nominations to outside bodies will, unless determined otherwise by the LGA Board, be currently serving council members or employees of a council or other local government entity. Only nominations submitted following a resolution of Council will be considered.

The Call for Nominations (Part A) (**Attachment 2**) provides further information and sets out the selection criteria to be addressed by the nominee.

Nominations must be submitted to the LGA by **5pm Friday 10 January 2025** and must include a completed nomination form (**Attachment 3**), a response to the selection criteria (no more than 2 pages) and nominees' current curriculum vitae.

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

This report seeks nominations to the Native Vegetation Council.

Attachments

1. **LGA News Alert - Call for Nominations for the Native Vegetation Council**
2. **Call for Nominations (Part A)**
3. **Nomination Form (Part B)**



[Home](#) > [News & events](#) > [News](#) > [Latest news](#) > [Nominate for the Native Vegetation Council](#)

Nominate for the Native Vegetation Council

28 November 2024

Nominations are now open for one local government representative and one deputy local government representative on the Native Vegetation Council. Apply by 10 January 2025.

The new term starts on 23 April 2025 for a term of up to 2-years. Previous members nominated by the LGA can be reappointed.

Successful candidates must attend 8 meetings per year, 6 in Adelaide and 2 regional.

Eligibility

To be eligible to nominate, you must have:

- practical knowledge of and experience in local government
- some knowledge of, and experience in, the preservation and management of native vegetation.

You must also:

- carry on a business of primary production (whether as owner or manager of the business)
- live on, or in close proximity, to the land on which the business is carried on
- manage the business on a daily basis.

You must be a current council member or employee of a council or other local government entity (unless otherwise determined by the LGA Board of Directors).

Only nominations submitted by a council, following a resolution of council will be considered.

Sitting fees

Sitting fees are \$206 per meeting for ordinary members. Other reimbursements include:

- 'out of session' allowance of \$51.50 per hour
- mileage over 40 km at \$1.14 per km
- travel time at \$26 per hour, minus first 2 hours of travel
- all meals and incidentals.

How to nominate

Read the selection criteria and role information in [nominations to Native Vegetation Council \(PDF 70.6 KB\)](#).

To submit your nomination, email the following as PDF documents to nominationscoordinator@lga.sa.gov.au:

- the completed [nomination form \(DOCX 60.0 KB\)](#) including a copy of the council resolution
- a current CV
- your response to the selection criteria (no more than 2 pages).

Applications close 10 January 2025.

Next steps

Following the close of nominations, the LGA Nominations Committee will:

1. meet to consider all nominations
2. present recommendations to the LGA Board of Directors for consideration
3. let all nominating council CEOs know of the outcome once successful candidates have been decided.

The Minister for Climate, Environment and Water has requested our nominees consist of at least one male and one female nominee. This in accordance with Section 42 of the [Legislation Interpretation Act 2021](#).

About the Native Vegetation Council

The Native Vegetation Council monitors the overall condition of the state's vegetation, making decisions on a wide range of native vegetation matters across South Australia.

The Native Vegetation Council is established under the [Native Vegetation Act 1991](#). Under section 8 of the Act, the Native Vegetation Council must be made up of 7 members:

- 1 nomination by the Minister (who will be presiding member)
- 1 nominated by the Primary Producers SA Incorporated
- 1 nominated by the Conservation Council of South Australia
- 1 nominated by the Minister responsible for the *Landscape South Australia Act 2019*
- 1 nominated (from a panel of 3 at least one man and one woman) by the Local Government Association of South Australia (plus one deputy)
- 1 must be a person with extensive knowledge of, and experience in, planning, development or mining nominated by the Minister after consultation with the Minister for Planning
- 1 must be a person with extensive knowledge of, and experience in, the preservation and management of native vegetation nominated by the Minister.

Responsibilities

Responsibilities of the Native Vegetation Council include:

- encouraging the re-establishment of native vegetation on over-cleared land

- managing the [Heritage Agreement Scheme](#), which encourages the protection of native bushland
- funding and encouraging on-ground works that produce a [significant environmental benefit](#)
- funding and encouraging native vegetation management research
- monitoring changes to the state's native vegetation landscape through the [Change Detection Program](#)
- assessing applications and establishing conditions for the [clearance of native vegetation](#).

Find out more on the [Native Vegetation Council website](#).

Find out more

For further information, please contact:

Sidonie Oliver, Nominations Coordinator

Email: nominationscoordinator@lga.sa.gov.au

Phone: 8224 2130

The [LGA Appointments and Nominations to Outside Bodies – Policy \(PDF 144.1 KB\)](#) sets out the process to examine nominees with respect to the responsibilities and strategic importance of the outside body.



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[Disclosure Statement](#) | [Accessibility](#) | [Acknowledgement](#)

Helping local government
build stronger communities.

LGA Appointments and Nominations to Outside Bodies — Call for Nominations

Native Vegetation Council	
Governing Statute (if applicable)	Section 8(1)(e) Native Vegetation Act 1991 Outside Bodies Database
Purpose/Objective	The NVC's primary purpose is to protect and enhance the natural environment of South Australia, to contribute to a healthy economy by being a place where people want to visit, live and enjoy; and to honour the legacy of the traditional custodians of the land.
Administrative Details	<ul style="list-style-type: none"> • 6 meetings per year in Adelaide, plus 2 regional • sitting fees are \$206 per session, plus an out of session allowance of \$51.50 per hour • mileage is claimable (over 40 kms) currently @\$1.14/km, travel time @\$26/hour (minus first 2 hours of travel), and all meals and incidentals
Selection Criteria (to be addressed by applicant)	<p>In accordance with section 8(3) of the Act, members nominated by the LGA must be persons who:</p> <ul style="list-style-type: none"> • carry on a business of primary production (whether as owner or manager of the business), and • live on, or in close proximity, to the land on which the business is carried on, and • manage the business on a daily basis. • Local government knowledge and experience
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	



ECM XXXXXX

Page 1 of 1

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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 (PART A) for details of the Outside Body and the selection criteria to be met by the nominee.

SECTION 1: COUNCIL to complete

Native Vegetation Council		
Council Details		
Name of Council submitting the nomination		
Contact details of council officer submitting this form	Name:	
	Position:	
	Email:	
	Phone:	
Council meeting date and minute reference		
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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SECTION 2: NOMINEE to complete

Native Vegetation Council

Nominee Details

* Denotes a Mandatory Field. The information in this form is provided by the LGA to the relevant Minister/State Government Authority for the purposes of actioning an appointment to an outside body. Successful Nominees may be contacted directly by the relevant body using the information provided in this form.

First Name:*		Gender	
Middle Name:*			
Surname:*			
Home / Personal Postal Address:*			
Phone:		Mobile:	
Personal 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) <i>Please refer to the Call for Nominations information sheet for the selection criteria to be addressed.</i>	<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 on 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: _____			

16.12 South Australia's Transport Strategy Survey

Brief

The South Australian Department for Infrastructure and Transport is currently seeking feedback from the community and local Council to develop a Transport Strategy for the next 30 years.

RECOMMENDATION

It is recommended to Council that:

1. The Transport Strategy Vision Overview and Key Elements fact sheet (**Attachment 1** of the Agenda report) be received by Council.
2. The Administration complete the online survey as part of Have Your Say feedback by Monday 16 December 2024, making reference to recent findings obtained through the Community Plan 2034 consultation process.

Introduction

The South Australian Government is currently developing a Transport Strategy to shape the future of transport for the next 30 years.

The Transport Strategy will outline the 30-year vision for the state's transport network and transform how people and goods move around the state. The strategy will:

- Set the overall direction for future transport planning.
- Guide decisions on which projects to prioritise and invest in.
- Help ensure that our transport network is ready for the future.
- Ensure South Australia remains a great place to live and do business.

The strategy will cover all forms of transport, from cycling, driving and walking to public transport and freight. It will also align to other key state priorities, like the Greater Adelaide Regional Plan to maximise the benefits of other changes happening in South Australia.

Feedback is now being sought on the development of this Strategy with consultation open until Monday 16 December 2024.

Discussion

It is important to note that the strategy won't list specific transport changes or upgrades. The strategy will provide a roadmap for success, which will help to better assess future projects and opportunities. The Department will continue to identify key priority projects each year, and how they will be designed and built, as part of business-as-usual planning.

The Department has developed 5 draft key focus areas of the Strategy that are intended to underpin the future transport system. The excerpts of the focus areas from the strategy, including its own draft strategic responses are outlined below:

1. Connectivity and accessibility

Key question: How do we make it easier for people to get to their jobs, homes, schools, important services, and leisure activities and for freight to get from its origin to destination?

Strategic response:

- Creating a transport system where various modes of transport are seamlessly connected, providing efficient and accessible transport options for all.

- Enhancing regional connectivity by improving the quality of services and providing greater choice in how people travel.
- Developing a fit-for-purpose freight and supply chain network that provides efficient connectivity to serve an evolving transport task in South Australia.

2. Safety

Key question: How do we build a transport network which protects people's lives and keeps them safe while travelling?

Strategic response:

- Prioritising personal safety and security to foster an environment where all transport users feel safe, equally protected, and assured.

3. Prosperity

Key Question: How does our transport system improve productivity and help the economy grow?

Strategic response:

- Improving links to places of employment and economic opportunities including emerging industries such as technology, defence, and renewable energy.
- Planning and developing transport infrastructure in line with urban growth planning to ensure a fit for purpose transport network.

4. Liveability

Key question: How do we make transport more inclusive and encourage healthier travel, to better support our wellbeing and quality of life?

Strategic response:

- Creating local environments that enhance community wellbeing and quality of life, through improved shared amenities and investment in healthy transport choices.
- Delivering a transport system that is user-centric through easy-to-use and inclusive transport options aligned to diverse user needs.

5. Sustainability and resilience

Key question: How do we build an environmentally friendly and financially sustainable transport network that future proofs our state?

Strategic response:

- Delivering a holistic approach to decarbonisation and environmental sustainability to meet South Australia's emission reduction targets and net zero pathway.
- Delivering a resilient transport system that adapts to disruptions now and in the future.
- Making 'value for money' a primary focus, including how we build, manage and maintain the State's assets.

The Department has invited all members of the community and local Councils to provide feedback for finalising the Transport Strategy. Feedback is welcomed via an online survey, or, through provision of written submissions.

Council Administration will complete the online survey form on behalf of the City of West Torrens, informed by feedback received through the recent Community Plan 2034 consultation process.

Council members and members of the community are also welcome to complete the online survey, available at transportstrategy.sa.gov.au by Monday 16 December 2024.

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 Strategy's focus on improving forms of active transport and public transport will have a positive impact on building community resilience to climate change by encouraging a transition from use of private vehicles to modes of walking and cycling and sustainable forms of public transport to reduce carbon emissions.

Conclusion

Based on the received feedback from the community and local Councils, the Department will proceed to develop and finalise the Transport Strategy which will outline the 30-year vision for the state's transport network and will transform how people and goods move around the state.

The Strategy will set the overall direction for future transport planning and guide decisions on which projects to prioritise and invest in. It will help ensure that our transport network is ready for the future and that South Australia remains a great place to live and do business.

Council will continue to align its road safety and active travel initiatives by working with relevant stakeholders and broader community to develop road investment plans and programs, including road, transport and parking policies that aligns with the Transport Strategy.

Attachments

1. Transport Strategy Factsheet

Your Vision. Our Future.



transportstrategy.sa.gov.au



Government of South Australia
Department for Infrastructure
and Transport

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Transport Strategy Overview

We're developing a Transport Strategy to shape the future of transport for the next 30 years.

Transport is essential to daily life for every South Australian. It plays a crucial role in enabling social, economic and environmental benefits and helps to drive growth and prosperity in our state.

As a South Australian, you have a chance to add your voice to the conversation by telling us what's important to you. Have your say and ensure we build a future that benefits many generations to come.

What is a Transport Strategy?

The Transport Strategy will outline the 30-year vision for the state's transport network, and will transform how people and goods move around the state.

It will set the overall direction for future transport planning and guide decisions on which projects to prioritise and invest in. It will help ensure that our transport network is ready for the future and that South Australia remains a great place to live and do business.

The strategy will cover all forms of transport, from cycling, driving and walking to public transport and freight.

It will also align to other key state priorities, like the Greater Adelaide Regional Plan, so we can maximise the benefits of other changes happening in South Australia.

Why does South Australia need a Transport Strategy?

South Australia's economy, communities and environments are undergoing major changes due to global trends, state priorities and local preferences. The state's transport network faces several key challenges and opportunities, both now and in the future.

The Transport Strategy will provide a plan to ensure we are well prepared for the future and can make the most out of future opportunities.



This long-term strategic approach is driven by ten key drivers requiring action.



Our population is growing and changing

Our population is forecast to exceed two million people by 2041, alongside an increasing ageing population. To support this growth, greenfield housing development, particularly in the outer suburbs of Greater Adelaide, will continue to be a priority, alongside infill development.

Without action, the disparity between different segments of South Australia's population will continue to grow as the state's transport system will not support the diverse and changing needs of our communities and provide poor connectivity between residential and employment areas.

Our transport system needs to adapt to support this growth by providing reliable, accessible and equitable connections for all to maintain our liveability. Importantly, new growth areas will need to be adequately connected to ensure access to employment, services and leisure activities. A co-ordinated approach between transport infrastructure and land use planning is key.

Our population over 80 years of age is expected to double by 2041, especially in regional areas.



Our economy is transforming

Our economy is transforming, with emerging sectors like defence, space and renewable energy playing a critical role in diversifying the state's economy. Several major projects are set to reshape our economic landscape.

Without action, our transport system will be unable to effectively support the state's major projects and evolving economy. Under current operating conditions, our transport system will constrain the benefits of the anticipated economic transition for our state.

Our transport system needs to ensure efficient connections to new economic hubs, enabling the seamless movement of goods and workforce.

South Australia's Economic Statement sets a high ambition for the South Australian economy and aims to encourage growth that links our state's economy to global opportunities.



Our roads are becoming congested

We rely heavily on private vehicles as our predominant form of transport, leading to congestion on the road network. This is largely driven by the need for more public or active transport alternatives and because that's "how it's always been".

Without action, population growth will make our road network more congested, impacting the lifestyle we are accustomed to. Increased congestion will negatively impact our ability to achieve net zero targets and impact the liveability of our state.

Our transport system should enable a mode shift towards more sustainable transport options such as active and public transport to alleviate congestion and reduce transport emissions. It should incorporate appropriate facilities at the start and end of our journeys to improve the attractiveness of public and active transport alternatives.

South Australia has the second highest number of cars per person in Australia.



Connectivity for our regions is essential

Both inter and intra-regional connectivity challenges between key centres impacts liveability and employment choice, particularly for those of us who live outside of metropolitan Adelaide. Constraints in the current transport system is contributing to inequity between regional and metro areas.

Without action, these communities and economies in South Australia's regions will experience decreased access to opportunities and services. Poor connectivity to other parts of South Australia and interstate will constrain economic and liveability outcomes and limit the future performance of the state.

Our transport system should be underpinned by improved co-ordination of land use and transport planning to improve connectivity between key regional centres and the Adelaide CBD.

South Australia has a vast land area and relatively low population density, making it complex to meet service needs in an efficient way.



Our public transport network can do more

Our public transport network is complex. Competing priorities and varied demand constrain the ability to create a user-friendly and attractive public transport solution. Additionally, infrastructure constraints are limiting the expansion of the public transport network, particularly the heavy rail network, due to the configuration of Adelaide Railway Station.

Without action, the effort and investment already made in our public transport fleet and infrastructure network will not connect people to where they need to go, preventing us from realising the full potential and benefits for our state.

Our transport system should better connect public transport modes through improved passenger information for timetabled connections and integration across the system to make public transport more convenient and attractive. Our transport system should be responsive to customer preference, including working towards 'turn up and go' service delivery. Infrastructure constraints should be addressed to unlock our public transport system, particularly at key interchanges, to provide opportunities to increase rail services. The continued decarbonisation of our transport system will also be critical to achieving state and national net zero targets.

Only a small percentage of residents in South Australia are currently living within walking distance (400m) of a railway station.



Community safety is critical

Our road network faces ongoing safety challenges driven by interactions between private vehicles, freight vehicles, cyclists and pedestrians. Active transport users also feel these concerns. Near misses continue to also be reported across our railways.

Without action, safety incidents will likely increase and use of active and public transport use will decline. This will reduce the overall performance of our transport system and negatively impact our liveability and economic performance.

Our transport system should continue to be underpinned by holistic safety improvements to reduce the interface and interchange risks and improve user experience on our roads, active, public and other transport networks. We should continue to support working towards zero lives lost, as well as ensuring that people feel and are safe on public transport, footpaths and cycleways.

Most South Australians don't currently feel safe cycling along direct routes.



Our supply chains need to be efficient and effective

Our freight network faces a range of challenges, from the operation of large, efficient heavy vehicles within congested metropolitan systems to operation over long distances in remote areas while reducing environmental impacts. This constrains the ability to effectively capitalise on the opportunities presented by economic transformation and growth across all parts of the state. Our supply chains need to operate safely and efficiently around the clock to support economic and population growth.

Without action, conflict between passenger and freight movements and urban encroachment on supply chain hubs such as ports and distribution centres will constrain exports and broader economic activity and reduce our national and global competitiveness.

Our transport system should support improved freight efficiency through increases in interventions that effectively manage freight/place conflicts and safety as well as deliver efficient connections to key production centres and the state's supply chain hubs.

Adelaide's urban road network currently plays an important role in facilitating the transportation of freight to and from key intermodals such as the Flinders Adelaide Container Terminal at Outer Harbor, Adelaide Freight Terminal and Adelaide Airport.



Our assets need to be resilient and appropriately maintained

The cost of asset maintenance and ensuring our infrastructure is resilient is increasing. This is driven by changing climatic conditions and increasing numbers of climate-driven emergencies and disruptions, increased traffic volumes, changing vehicle types and industry challenges such as pricing and availability of labour.

Without action, our transport system will be increasingly unaffordable to maintain, and its performance will decline. Without a dedicated focus on proactively improving the resilience of our infrastructure networks, closures and disruptions will increase in frequency, negatively impacting liveability and overall economic performance.

Our transport system should be underpinned by robust asset resilience and maintenance planning to improve the longevity of infrastructure and contribute to the transport system's broader sustainability, safety and performance.

Roads exceeding their 'useful life' lead to higher vehicle operating costs and longer travel times.



New technologies to enhance how we travel

Rapid advancements in technology are reshaping the transport sector globally. These include electric vehicles and supporting infrastructure, smart traffic management systems, data-driven infrastructure planning, artificial intelligence and the rise of digitally-enabled everyday activities. The adoption of these technologies is not only an opportunity to modernise but also to improve efficiency, safety and sustainability.

Without action, we risk lagging behind other regions in transport innovation, missing out on the benefits of improved service delivery and economic opportunities tied to technology driven industries.

Our transport system needs to be ready support the transition and integration of new and emerging technologies over time.

Customer-focused technology may help enable more seamless and personalised journeys.



Transport is central to achieving our net zero targets

Our transport sector is the largest contributor to greenhouse gas emissions in the state, meaning we need to undergo a significant transformation to achieve net-zero targets. This means decarbonising public transport fleets, supporting the uptake of electric and alternative fuel vehicles, transitioning to sustainable infrastructure and minimising environmental impact.

This transition will also create new economic opportunities in areas such as electric vehicle manufacturing, renewable energy infrastructure, and green jobs.

Without continuing action and a strong transport focus on net zero, we risk not achieving our climate goals and losing out on economic growth in green industries.

Our transport system should support integrating different fleet assets and more sustainable private vehicles effectively. An ongoing commitment to ensuring sustainable infrastructure, materials and assets should underpin our future transport system.

South Australia has committed to an at least 50% reduction in emissions by 2030 and net zero emissions by 2050.



6 • Transport Strategy Overview

How we'll use the Transport Strategy going forward

The Transport Strategy will set the overall vision for South Australia's transport network. It will guide how we develop the transport network, what we invest in and how we use innovations in technology into the future.

It will be supported by other planning documents that focus on specific parts of the transport network or certain areas of the state. The strategy will also work alongside projects and plans already underway.

While the strategy won't list specific transport changes or upgrades, it will provide a clear roadmap for success, which will help us to better assess future projects and opportunities. We'll continue to identify key priority projects each year, and how they will be designed and built, as part of our regular planning. As always, we'll engage extensively with communities and stakeholders to inform this process.

The Transport Strategy will be supported by other strategies, plans and processes.

Engagement to inform strategies →

Transport Strategy

SA Road
Safety
Strategy

Active
Transport
and Personal
Mobility
Strategy

Freight and
Supply Chain
Strategy

Passenger
Transport
Strategy

Future
Transport
Technology
Strategy

Strategic
Asset
Management
Plan

Engagement to inform location specific planning →

Location-specific area plans and masterplans

(including identification of potential projects)

Business Case development

Investment prioritisation

Investment decision made by Government

Engagement to inform project planning, design and construction →

Project planning, design and construction

Draft key elements of the Transport Strategy

We've learned a lot from South Australians in the past about our transport network, and we're using that knowledge, along with global trends and data, to shape a strategy for the future of our state.

Based on what we already know, we've drafted a vision statement, five draft key focus areas and 13 draft strategic responses to help shape the Transport Strategy.

Draft Vision Statement

The draft vision statement outlines how we see our transport future.

A transport system that transforms South Australia by enabling prosperity, sustainability and connectivity.

Draft Key Focus Areas

These focus areas outline what we want our transport system to be.

Connectivity and accessibility

How do we make it easier for people to get to their jobs, homes, schools, important services and leisure activities and for freight to get from its origin to destination?

Safety

How do we build a transport network which protects people's lives and keeps them safe while travelling?

Prosperity

How does our transport system improve productivity and help the economy grow?

Liveability

How do we make transport more inclusive and encourage healthier travel, to better support our wellbeing and quality of life?

Sustainability and resilience

How do we build an environmentally-friendly and financially sustainable transport network that future proofs our state?



Transport Strategy Overview • 9

Draft Strategic Responses

These strategic responses outline what we need to prioritise focusing on over the next 30 years.

Connectivity and accessibility

Enabling an integrated multimodal network:

Creating a transport system where various modes of transport are seamlessly connected, providing efficient and accessible transport options for all.

Enhancing regional connectivity:

Enhancing regional connectivity by improving the quality of services and providing greater choice in how people travel.

Delivering a connected and efficient freight network:

Developing a fit-for-purpose freight and supply chain network that provides efficient connectivity to serve an evolving transport task in South Australia.

Safety

Providing a safe transport system, working towards zero lives lost:

Enabling a safe transport system that focuses on the safe movement of people, reduces risk to users, and minimises harm from accidents.

Ensuring people are safe and confident when travelling:

Prioritising personal safety and security to foster an environment where all transport users feel safe, equally protected, and assured.

Prosperity

Improving links to economic opportunity;

Improving links to places of employment and economic opportunities including emerging industries such as technology, defence, and renewable energy.

Integrating transport with land use planning and growth trends:

Planning and developing transport infrastructure in line with urban growth planning to ensure a fit for purpose transport network.

Liveability

Enabling local living and placemaking:

Creating local environments that enhance community wellbeing and quality of life, through improved shared amenities and investment in healthy transport choices.

Supporting inclusive travel for all:

Delivering a transport system that is user-centric through easy-to-use and inclusive transport options aligned to diverse user needs.

Sustainability and resilience

Transitioning the transport system towards net zero:

Delivering a holistic approach to decarbonisation and environmental sustainability to meet South Australia's emission reduction targets and net zero pathway.

Providing a resilient network that is adaptable to change:

Delivering a resilient transport system that adapts to disruptions now and in the future.

Prioritising asset optimisation and value for money:

Making 'value for money' a primary focus, including how we build, manage and maintain the State's assets.

Have your say

We want your feedback to help us finalise the Transport Strategy.

- When you think about transport in our state, what is important to you?
- How do you think we should live 30 years from now?
- How should people and goods move around?

Understanding your transport priorities means we can design a better transport network.

Your opinion will be considered along with thousands of other South Australians to give us invaluable insight into what's right for our state.

You can provide feedback in two ways:

- Visit us at a live VR experience near you
- Have your say in our short survey.

Please provide your feedback by
Monday 16 December 2024.

For further information visit transportstrategy.sa.gov.au

How your feedback will be used

To better understand how you move

By learning how you live, work and play, we can understand the strengths and challenges in our current system. We can plan for future travel patterns and options.

To shape the strategy

Your perspective will help us stay focused on making real, practical changes – changes which help our communities and businesses. You will be helping us decide what's most important.

To balance priorities

Your thoughts will help us find the middle ground between the desired outcomes for individuals, for our communities and for our state's economy. Your input will help us prioritise investment.

To tailor solutions

Whether you're a commuter, service provider or business, your point of view will be heard. That's how we will design an inclusive and practical system.

To help us finalise the strategy, we're asking everyone to contribute from everyday South Australians to local councils and business. Our aim is to make sure our transport network works for everyone.



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Government of South Australia
Department for Infrastructure
and Transport

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16.13 Signature Roads Managed by DIT for Council to Maintain

Brief

To provide Council with information pertaining to Council maintaining roads under the care, control and management of the Commissioner of Highways.

RECOMMENDATION

It is recommended to Council that:

1. The report be received.
2. The CEO writes to the Chief Executive of the Department of Infrastructure and Transport (DIT) seeking an increase to funding for Council to continue to provide the existing median maintenance service, such that the service becomes cost-neutral to Council.
3. The Mayor and CEO write to the Minister and Chief Executive for the Department of Infrastructure and Transport respectively, advocating for DIT to plant and maintain suitable trees in their medians within the City of West Torrens, particularly those on Anzac Highway and Burbridge Road.
4. The Administration looks at opportunities to upgrade Council verges alongside DIT Roads when undertaking planned footpath and kerb/gutter renewal works.

Introduction

A motion was raised at the Council meeting held on 21 February 2023, whereby it was resolved that:

The Administration provide a report and a recommendation to Council on signature roads within our City that are maintained by the State Government and that would be better maintained by the City of West Torrens under a commercial arrangement that reflects the full cost to Council.

This report provides some information and analysis on the topic to enable Council to make an informed decision as to how to proceed.

Discussion

There are around 44.7 km of roads within the City of West Torrens that are under the care, control and management by the Commissioner of Highways (Commissioner). These are listed below in Table 1. The total area of median strip islands within these roads equates to around 85,000m².

It should be noted that in relation to these roads, the Department of Infrastructure and Transport (DIT) is typically responsible for the road and medians, and Council is responsible for assets from the kerb and gutter to the property boundary, including verges.

Table 1- Roads under the care, control and management by the Commissioner of Highways

Location	Road Length	Median Treatment	Tree Count
	(m)		
Airport Road, Sir Donald Bradman Drive to Henley Beach Road	860	Grass	69
		Gravel	
Anzac Highway, Keswick to Camden Park	5,600	Grass	229
		Gravel	12
		Paving	
Burbridge Road, West Beach	907	Gravel	1
Cross Road, Plympton	440	Concrete	
		Grass	
		Gravel	
Henley Beach Road, Mile End to Fulham	6,800	Concrete	
		Gravel	48
		Paving	44
Holbrooks Road, Underdale	1,200	Concrete	
		Gravel	
James Congdon Drive, Thebarton to Mile End South	1,800	Concrete	
		Garden	15
		Gravel	74
		Paving	4
Marion Road, Brooklyn Park to Plympton	4,700	Concrete	
		Gravel	8
		Paving	1
Railway Terrace, Mile End to Mile End South	1,300	Concrete	
		Gravel	
		Paving	
Richmond Road, Keswick to Netley	2,700	Concrete	
		Gravel	
Rowells Road, Lockleys	959	Gravel	
Sir Donald Bradman Drive, Airport Road to South Road	6,000	Concrete	
		Garden	
		Grass	37
		Gravel	
		Paving	
South Road, Thebarton to Ashford	4,700	Concrete	
		Gravel	
		Paving	
Tapleys Hill Road, Fulham to Adelaide Airport / West Beach	4,500	Concrete	

There are several median strip sections that are currently maintained by Council under a historic arrangement with DIT that is reviewed annually. These include:

- Henley Beach Road (between Marion Road and Tapleys Hill Road)
- Airport Road (between Henley Beach Road and Sir Donald Bradman Drive)
- Sir Donald Bradman Drive (between Airport Road and South Road inc. carpet roses at gateway)

Currently, DIT provides annual funding of \$36,040 to subsidise Council's provision of defined services for these medians. Note that the current agreement requires that Council provide the services in full, even if the cost to provide said services exceeds the annual funding provided by DIT. The funding level of \$36,040 has been static for the past few years and has had minimal increases over years past, despite the growing cost of providing services. For comparison, the funding level was \$30,000 in 2002, and this excluded Sir Donald Bradman Drive. The actual cost to maintain is now estimated at around \$96,000 which means the City of West Torrens community are currently subsidising this service at a cost of around \$60,000 per year.

Maintenance standards:

The extent of activities and service standard that will be undertaken by the Commissioner in relation to roads under their care, control and management, are described in Operational Instruction 20.1 (Care, Control and Management of Roads (Highways) by the Commissioner of Highways) and Specification M14 Maintenance - Vegetation.

These activities relate to the Commissioner's role of ensuring:

- a) The safety of road users:
- b) The structural integrity of the road pavement: and
- c) The efficiency of the road transport system.

Regarding DIT maintained median strip islands, as listed in Table 1, they are currently maintained by the Department's Routine Maintenance Contractor to a standard as set out in "Specification M14 Maintenance – Vegetation", rather than a frequency. The schedule of median grass cutting as typically applies to arterial roads located within the City of West Torrens area is once every 9 weeks on average accounting for variation in seasonal growth.

The standards are heavily focussed on road and traffic safety, and infrastructure integrity, with amenity not being a key feature. The Council routinely receives complaints from members of the community in relation to a lack of tree planting in DIT medians, particularly along Burbridge Road. Anzac Highway also receives complaints in relation to its amenity.

Future cost pressures - median and verge maintenance following T2D project:

It is expected that the Council will inherit a significant amount of green space over the coming years from the State Government following the T2D and other DIT associated intersection upgrade projects, which the Council will be required to maintain.

Based on current concepts, it is anticipated the area of green space will be in the order of around 11 hectares. For context, Council currently maintains around 50 hectares of irrigated open space, so this anticipated increase is not insignificant.

This will represent a significant cost pressure to the Council moving forward, which should be taken into account when considering provision of any additional discretionary services.

Improvements to DIT roads and/or medians:

If Council wished to improve the amenity and maintenance standards of DIT roads and/or medians, beyond DIT's defined standards, then any costs in excess of the DIT allocated amount to maintain to their defined standards would be at Council's cost. Additionally, any capital or operational upgrades to beautify medians would be at Council's cost. Both would represent additional cost pressures to City of West Torrens ratepayers, which would need to be carefully considered in addition to several other risks and considerations which are outlined below.

- Road maintenance (excluding medians) is unlikely to bear any additional benefit through Council taking over maintenance responsibility. In addition, it would create unnecessary increased liabilities for Council. This is not recommended.
- Beautification of medians (at Council cost) would need to consider:
 - DIT approvals - Council may need to seek to vary the clearance envelope to suit Councils aesthetic standards. However, the standards applying to any new or upgraded plantings, (e.g. tree offsets, species and etc) must still adhere to the principal considerations specified in Operational Instruction 19.8 and would be subject to DIT's review and assessment.
 - Future maintenance and associated liabilities would fall to Council as a result of any approved upgrade, which would represent an ongoing cost and risk to Council and its ratepayers into the foreseeable future.
 - Council would become responsible for maintaining any trees to DIT's desired standard (as a minimum) without compromising road safety. Council would also be responsible for responding to any third-party inquiries related to the upgraded median and accepting any consequential liability post upgrade including liability related to any varied clearance envelope.
 - Traffic management - permitted times for maintenance activities on arterial roads are often very constrained and outside of regular working hours. In addition, traffic management requirements (including permits and WZTM) can be costly and difficult to obtain.
 - Resource implications - dependent on the quantum of medians considered for management by Council, additional labour resources (FTEs) and/or plant may be required. Alternatively, the work could be outsourced, which would represent a direct cost impact, but minimise costs and impacts from a human resourcing perspective.

Analysis:

DIT currently maintain their roads (and medians) to their defined standards, at their cost. While DIT may consider providing funding to Council to undertake this work on their behalf, historic agreements indicate that the funding provided is inadequate to cover the actual cost of the required services as per the maintenance standards (and does not allow for provision of a higher service level). Whilst it is understood this was originally intended to be cost-neutral service provision, that is no longer the case, and CWT ratepayers are heavily subsidising this service with an estimated 60% of the cost for Council to maintain medians on behalf of DIT currently subsidised by Council.

The funding provided by DIT for Council to maintain DIT medians already under management agreement is well short of the actual cost to provide the service. As such, it is recommended that Council (through the CEO) writes to DIT to seek an increase to this funding allocation to represent the actual cost of service.

Given:

- The State Government's public commitments to greening and increasing tree canopy cover, including a 'green infrastructure commitment' published by the Department of Infrastructure and Transport in 2021, which included a target to increase canopy cover on departmental managed land by 20% by 2045, and
- Noting the feedback received by community members in relation to lack of tree planting / maintenance, particularly on Burbridge Road and Anzac Highway, and
- Noting the cost pressures facing the Council in relation to median and verge maintenance

It is recommended that Council advocates to both the Minister and Chief Executive for DIT, for DIT to plant and maintain suitable trees in their medians, with Council continuing to proactively plant and maintain trees in verges under the care and control of Council.

This approach would see both State and Local Government doing their part to help grow and maintain tree canopy and supports the draft Urban Greening Strategy for Metro Adelaide goal to 'scale up impact by working together'.

It is further proposed that the Administration look at opportunities to upgrade Council verges alongside DIT Roads in conjunction with planned footpath & kerb/gutter renewals, to minimise impact on local residents and provide effective, holistic verge improvements.

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.)

Greening and tree planting in median strips would assist in reducing the heat island effect of climate change.

Conclusion

Given the high costs associated with taking over maintenance management of median strip islands on roads under the care, control and management of the Commissioner and associated risk to liability, it is recommended that Council does not take up further responsibility to maintain medians within roads under the care, control and management of the Commissioner, but advocates for better maintained and improved amenity of medians by DIT. It is also recommended that the Council requests an increase in funding in relation to the existing agreements relating to Council maintaining nominated DIT median strips, such that this becomes a cost-neutral service.

Attachments

Nil

16.14 Creditor Payments

Brief

This report tables a schedule of creditor payments for November 2024.

RECOMMENDATION

It is recommended to Council that the schedule of creditor payments for November 2024 be received.

Discussion

A schedule of creditor payments totalling \$10,433,760.95 (\$5,172,165.23 in October 2024) is attached for the information of Elected Members. Notable items include:

- A payment to the Adelaide Football Club of \$3,096,500.00 for Council's contribution to the Thebarton Oval Precinct (refer ref. no. 11);
- Payments to Brown Hill and Keswick Creeks Stormwater Board totalling \$1,167,100.00 for capital and operating contributions for the period July to December 2024 (refer ref. nos. 75 and 76);
- A payment to Kennett Pty Ltd of \$1,032,841.13 for the Thebarton Theatre redevelopment (refer ref. no. 248);
- A payment to Solo Resource Recovery of \$721,032.31 for both waste collection and disposal for October 2024 (refer ref. no. 396);
- A payment to North East Isuzu \$487,569.72 for the purchase of two trucks (refer ref. no. 318);
- A payment to Camco SA Pty Ltd of \$425,853.82 for Ashley Street stormwater drainage upgrade (refer ref. no. 85);
- Payments to Knox Constructions Pty Ltd totalling \$422,034.26 for Hounslow Avenue speed humps, North Parade kerb and watertable works and Long Street emu crossing (refer ref. no. 250 and 251);
- Payments to LCS Landscapes totalling \$296,807.66 for Apex Park Stage 2 works and playground equipment replacement (refer ref. nos. 263 and 264);

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 November 2024 is provided for Elected Members' information and review.

Attachments

1. Creditor Payments for the month of November 2024

**ACCOUNTS DUE AND SUBMITTED TO THE COUNCIL MEETING
10 DECEMBER 2024**

Ref No.	Cheque/ EFT No.	Payee	Invoice Description	Payment Total
1	EFT92915	.lgiQ Pty Ltd	Professional Fees	9,446.25
2	EFT93068	A Mary Christmas	Christmas Decorations	1,950.00
3	EFT92373	ACCESS Programs	Staff Training	836.00
4	EFT93000	Ace Rent a Car	Vehicle Hire	308.00
5	EFT92999	Adami's Sand & Metal	Depot Supplies	1,968.07
6	EFT93004	Adbri Concrete and Quarries SA Pty Ltd	Concrete	8,353.42
7	EFT92474	Adelaide Airport Limited	Depot Land Tax, Water and Council Rates	248,472.53
8	EFT92993	Adelaide Belt & Hose Dist Pty Ltd	Vehicle Maintenance	808.19
9	EFT93003	Adelaide City GMSV	Vehicle Maintenance	1,230.00
10	EFT92477	Adelaide City KIA	Vehicle Maintenance	669.00
11	EFT92851	Adelaide Football Club	CWT Contribution (Payment 2) - Thebarton Oval Precinct	3,096,500.00
12	EFT92850	Adelaide Fresh Air Pty Ltd	Depot Supplies	1,700.00
13	EFT92994	Adrian Brien Pty Ltd	Vehicle Maintenance	2,081.90
14	EFT92475	Advam Pty Ltd	Transaction Fees	523.81
15	EFT92375	AGL South Australia Pty Ltd	Power	2,234.53
16	EFT92997	AGL South Australia Pty Ltd	Power	2,124.55
17	EFT93005	Agline Animal Health & Nutrition	Dog Kennel Supplies	202.23
18	EFT92995	Aish Solutions Pty Ltd	Stationery	561.00
19	EFT93130	Alena Timofeeva	Junior Development Grant	200.00
20	EFT92848	Ali Rinaldi	Professional Fees	250.00
21	EFT92846	Allen Press Pty Ltd	Business Cards	418.00
22	EFT92847	AlSCO Pty Ltd	Dry Cleaning	33.88
23	EFT92479	AMS Eco Products	Doggy Bags	1,518.00
24	EFT93007	AMS Eco Products	Doggy Bags	1,518.00
25	EFT93121	Andreas Fusco	Significant Tree Rebate	1,000.00
26	EFT92844	Animal Welfare League SA	Impound Dogs	2,053.86
27	EFT92480	April Schwalm	Reimburse Expenses	300.00
28	EFT92377	Aquarium Aid	Library Aquarium Maintenance	140.90
29	EFT92379	AR Earthmoving Pty Ltd	Roadworks	20,157.04
30	EFT92478	AR Earthmoving Pty Ltd	Roadworks	13,997.96
31	EFT92849	AR Earthmoving Pty Ltd	Roadworks	17,024.87
32	EFT92998	Arboregreen Landscape Products	Depot Supplies	1,034.13
33	EFT92464	Arly Hoban	Junior Development Grant	200.00
34	EFT92381	ARMA Debt Resolution	Debt Collection	327.70
35	EFT93056	Ash Kane	Reimburse Volunteer Expenses	70.40
36	EFT92988	Aspasia Kordanouli	Thebarton Community Centre Bond Return	1,000.00
37	EFT93006	ASPECT Studios Pty Ltd	Professional Fees	20,427.00
38	EFT92852	Atta Boy	Library Program	1,100.00
39	EFT92992	Australia Post	Postage	3,495.42
40	EFT92476	Australia Post	Postage	21,190.51
41	EFT92473	Australian Airports Association Ltd	Membership	3,630.00
42	EFT92876	Australian Gas Networks Limited	Gas Mains Alterations	19,734.00
43	EFT92376	Australian Green Clean (Commercial) Pty Ltd	Cleaning	12,855.30
44	EFT93001	Australian Green Clean (Commercial) Pty Ltd	Cleaning	2,453.68
45	EFT92380	Australian Institute of Building Surveyors	Membership	1,144.00
46	EFT92996	Australian Motors	Vehicle Maintenance	1,555.16
47	EFT92438	BA & KA Paterson	Building Maintenance	4,158.00
48	EFT92530	BA & KA Paterson	Building Maintenance	2,751.98
49	EFT92482	Banh Mi Cafe	Catering	190.00
50	EFT93009	Banh Mi Cafe	Catering	185.00
51	EFT92854	Battery World Hilton	Batteries	329.95
52	EFT93012	BCE & CJ Electrical	Electrical	95,986.25
53	EFT92387	Beamafilm Pty Ltd	Subscription	6,699.00
54	EFT92385	Belair Turf Pty Ltd	Oval Maintenance	2,310.00
55	EFT92485	Belair Turf Pty Ltd	Oval Maintenance	825.00
56	EFT92552	Belle Property	Refund Overpaid Rates	508.50
57	EFT92382	Best Signs	Signage	385.00
58	EFT93008	Best Signs	Signage	946.00
59	EFT93016	Bianco Walling Pty Ltd	Depot Supplies	3,146.00
60	EFT93011	BioBag World Australia Pty Ltd	Kitchen Caddies	1,864.50
61	EFT92912	Bith-Hong Ling	Reimburse Volunteer Expenses	72.80

**ACCOUNTS DUE AND SUBMITTED TO THE COUNCIL MEETING
10 DECEMBER 2024**

Ref No.	Cheque/ EFT No.	Payee	Invoice Description	Payment Total
62	EFT92456	BJ Thompson	Reimburse Volunteer Expenses	76.50
63	EFT93034	Blake Escritt	Reimburse Expenses	300.00
64	EFT92856	Bob Jane T-Mart	Tyres	4,377.66
65	EFT92853	BOC Limited	Depot Supplies	632.32
66	EFT92481	Body Corporate Physiotherapy Pty Ltd	Physiotherapy	708.10
67	EFT93010	Bolinda Publishing Pty Ltd	Library Supplies	5,500.00
68	EFT92855	BR Construction Supplies	Depot Supplies	488.40
69	EFT92386	Bravura Sanitation Solutions Pty Ltd	Cleaning	17,681.40
70	EFT92486	Bravura Sanitation Solutions Pty Ltd	Cleaning	8,685.60
71	EFT92859	Bravura Sanitation Solutions Pty Ltd	Cleaning	8,763.15
72	EFT93013	Bravura Sanitation Solutions Pty Ltd	Cleaning	8,918.25
73	EFT92503	Brenton Gill	Reimburse Volunteer Expenses	52.80
74	EFT92857	Brian Raynor Entertainer	Entertainment	100.00
75	EFT92483	Brown Hill & Keswick Creeks Stormwater Board	Capital Contribution	1,078,000.00
76	EFT92484	Brown Hill & Keswick Creeks Stormwater Board	Operating Contribution	89,100.00
77	EFT93067	Bucher Municipal Pty Ltd	Vehicle Maintenance	1,747.52
78	EFT93014	Buckford Illumination Group Pty Ltd	Lighting	55,799.16
79	EFT92388	Bunnings Trade	Maintenance Supplies	1,600.36
80	EFT92860	Bunnings Trade	Maintenance Supplies	742.01
81	EFT92383	Business SA	Membership	4,368.10
82	EFT92861	Cabcharge Australia Pty Ltd	Cab Fares	279.75
83	EFT93028	Cafe F93	Catering	600.00
84	EFT92863	Calypso Tree Co Pty Ltd	Tree Maintenance	1,391.50
85	EFT93018	Camco SA Pty Ltd	Roadworks	425,853.82
86	EFT93026	Care Distributors Pty Ltd	Depot Supplies	29,090.20
87	EFT92463	Carly Summerton	Refund Apex Park Hire Fees	80.00
88	EFT92488	Carvosso Constructions & Building Services	Building Maintenance	3,630.00
89	EFT92862	Carvosso Constructions & Building Services	Building Maintenance	3,769.00
90	EFT92390	Cash Security Services Pty Ltd	Banking	523.00
91	EFT92424	Celine Luya	Reimburse Expenses	89.95
92	EFT92494	Charlesworth Nuts Pty Ltd	Volunteer Gifts	237.60
93	EFT92470	Charlie Santos Tait	Junior Development Grant	500.00
94	EFT93074	Chris McDermott	Reimburse Expenses	60.76
95	EFT92378	Christine Amos	Reimburse Volunteer Expenses	19.36
96	EFT92864	Chubb Fire & Security Ltd	Security	737.86
97	EFT93020	City Mazda	Vehicle Maintenance	470.05
98	EFT92845	City of Adelaide	Transfer Long Service Leave	1,259.42
99	062101	City of Mitcham	Sturt Stormwater Management Contribution	3,575.00
100	EFT92437	City of Port Adelaide Enfield	Transfer Long Service Leave	2,588.76
101	EFT93017	City of West Torrens Petty Cash	Petty Cash	3,682.85
102	EFT92866	Civil Contractors Federation South Aust Ltd	Staff Training	495.00
103	EFT93023	Cleanaway Pty Ltd	Rubbish Disposal	1,773.44
104	EFT93021	Cleanaway Pty Ltd	Rubbish Disposal	1,252.21
105	EFT93022	Cleanaway Pty Ltd	Rubbish Disposal	2,264.53
106	EFT92495	Click Promos	Promotional Products	457.60
107	EFT93027	Clinton Sands Pty Ltd	Depot Supplies	4,452.82
108	EFT92867	CMI Truck Centre Adelaide Pty Ltd	Vehicle Maintenance	1,599.00
109	EFT92491	Colby Phillips Advisory	Consultants	1,056.00
110	EFT92978	Colin Wright	Climate Resilient Rebate	400.00
111	EFT92389	Combo Industries	Vehicle Maintenance	13,192.01
112	EFT92391	Comwide Radio Services	Vehicle Maintenance	1,099.97
113	EFT92489	Corporate Health Group Pty Ltd	Medical	1,144.00
114	EFT93024	Corporate Health Group Pty Ltd	Medical	1,286.75
115	EFT92392	Corporate Platters	Catering	440.20
116	EFT92492	Corporate Platters	Catering	406.20
117	EFT93025	Corporate Platters	Catering	96.00
118	EFT92868	Cpilates & Movement	Library Program	1,980.00
119	EFT92519	Cr Anne McKay	Elected Members Allowance	7,776.00
120	EFT92525	Cr Cindy O'Rielly	Elected Members Allowance	7,596.00
121	EFT92500	Cr Daniel Huggett	Elected Members Allowance	7,776.00
122	EFT92529	Cr Elisabeth Papanikolaou	Elected Members Allowance	7,596.00

**ACCOUNTS DUE AND SUBMITTED TO THE COUNCIL MEETING
10 DECEMBER 2024**

Ref No.	Cheque/ EFT No.	Payee	Invoice Description	Payment Total
123	EFT92497	Cr George Demetriou	Elected Members Allowance	7,776.00
124	EFT92521	Cr Graham Nitschke	Elected Members Allowance	8,080.00
125	EFT92551	Cr Jassmine Wood	Elected Members Allowance	7,776.00
126	EFT92549	Cr John Woodward	Elected Members Allowance	7,776.00
127	EFT92511	Cr Kym McKay	Elected Members Allowance	7,596.00
128	EFT92907	Cr Kym McKay	Reimburse Expenses	161.03
129	EFT92505	Cr Lana Gelonese	Elected Members Allowance	6,077.00
130	EFT92493	Cr Sara Comrie	Elected Members Allowance	6,077.00
131	EFT92528	Cr Surrender Pal	Elected Members Allowance	6,257.00
132	EFT92531	Cr Zoi Papafilopoulos	Elected Members Allowance	7,900.00
133	EFT93032	Dallas Equipment Pty Ltd	Contractor	1,903.00
134	EFT92394	Daly Pressure Cleaner Repairs	Depot Supplies	206.80
135	EFT92869	Daly Pressure Cleaner Repairs	Depot Supplies	308.00
136	EFT92468	Darcy Douglas-Spencer	Junior Development Grant	200.00
137	EFT93030	Dash Architects	Professional Fees	19,580.00
138	EFT92399	Data#3 Limited	Computer Software	2,295.38
139	EFT92498	Databasics Pty Ltd	Software	815.85
140	EFT92983	David Doull	Art Prize	1,000.00
141	EFT93031	Department for Treasury and Finance	Expiation Lodgement Fees	4,141.80
142	EFT92872	Department of Transport (Victoria)	Vehicle Searches	159.00
143	062102	Despina Damis	Kitchen Caddy Rebate	19.96
144	EFT92395	Detail Survey & Design	Surveys	3,476.00
145	EFT92501	Detail Survey & Design	Surveys	3,036.00
146	EFT92871	Detail Survey & Design	Surveys	3,448.50
147	EFT92397	Dianne Pepicelli & Associates	Professional Fees	1,306.25
148	EFT92986	Dino Criscitelli	Rainwater Tank Rebate	400.00
149	EFT92398	Direct Comms Pty Limited	TXT2U Messages	1,120.94
150	EFT92400	Don't MockMe	Library Event	1,000.00
151	EFT92461	Downer EDI Works Pty Ltd	Roadworks	249,118.37
152	EFT93119	Downer EDI Works Pty Ltd	Roadworks	261.43
153	EFT92429	Dr Joseph Magliaro	Professional Fees	250.00
154	EFT92516	Dr Joseph Magliaro	Professional Fees	690.00
155	EFT93070	Dr Joseph Magliaro	Professional Fees	230.00
156	EFT92874	Drakes	Library Program Supplies	608.70
157	EFT93029	Dulux Australia	Paint	145.08
158	EFT92951	DWS Advanced Business Solutions	DBA Support	1,650.00
159	EFT92374	E & S Athanasiadis	Depot Supplies	912.45
160	EFT92401	EatFirst	Milk	125.18
161	EFT92877	EatFirst	Milk	62.59
162	EFT93033	EatFirst	Milk	125.18
163	EFT92403	EDC Expert Group	Computer Equipment	1,210.24
164	EFT92538	Electoral Commission of SA	Electoral Roll Maintenance	19,894.70
165	EFT92402	Electric Results	Electrical	660.00
166	EFT92428	Elizabeth Moran	Audit Committee Allowance	700.00
167	EFT92405	Fine Choice Coffee Solutions Pty Ltd	Coffee	128.00
168	EFT92880	Fine Choice Coffee Solutions Pty Ltd	Coffee	648.00
169	EFT93036	Fine Choice Coffee Solutions Pty Ltd	Coffee	486.00
170	EFT92882	Firefly Lighting Pty Ltd	Lighting	1,544.40
171	EFT92409	Flick Anticimex Pty Ltd	Pest Control	220.00
172	EFT92408	Flowers Everywhere	Floral Arrangements	75.00
173	EFT92883	Flowers Everywhere	Wreath	202.50
174	EFT92879	Foodbank SA	Food Hampers	1,494.00
175	EFT92878	Forpark Australia (SA)	Playground Equipment	98,661.75
176	EFT92406	Fragglerocc Pty Ltd	Roadworks	13,772.00
177	EFT92881	Fragglerocc Pty Ltd	Roadworks	12,372.80
178	EFT93037	Fragglerocc Pty Ltd	Roadworks	5,700.20
179	EFT92404	Frank Siow Management Pty Ltd	Traffic Management Consultants	5,808.00
180	EFT92885	Frontier Software Pty Ltd	Software	1,342.00
181	EFT92884	FSR Group Services Pty Ltd	Security	1,249.49
182	EFT93087	Fulham Community Centre	Partnership Agreement	15,342.43
183	EFT92890	Games2u Adelaide	Library Program	660.00

**ACCOUNTS DUE AND SUBMITTED TO THE COUNCIL MEETING
10 DECEMBER 2024**

Ref No.	Cheque/ EFT No.	Payee	Invoice Description	Payment Total
184	EFT93019	Gardner Denver Industries Pty Ltd	Depot Supplies	2,198.27
185	EFT92887	Genpower Australia Pty Ltd	Generator Service	13,023.30
186	EFT92886	GGC Earthmovers Pty Ltd	Concrete Removal	17,048.63
187	EFT92889	Gobles Grain and Gardens	Dog Food	229.00
188	EFT92504	Grace Records Management (Aust) Pty Ltd	Records Storage	3,856.60
189	EFT92410	Greek Orthodox Community of SA Inc	Wreath	50.00
190	EFT93042	Green Inclusive Enterprises Pty Ltd	Tree Planting	7,342.50
191	EFT93040	Green Steel Supplies Pty Ltd	Depot Supplies	424.96
192	EFT93041	Greenfingers Indoor Plant Hire	Indoor Plant Hire	406.56
193	EFT92412	Greenlight Comics	Library Books	194.66
194	EFT92888	Greenlight Comics	Library Books	480.00
195	EFT92411	GS Civil	Footpath Works	40,729.70
196	EFT93039	GS Civil	Footpath Works	8,903.84
197	EFT92431	Harrison McMillan Pty Ltd	Temp Staff	3,467.20
198	EFT92891	HDS Australia Pty Ltd	Professional Fees	3,080.00
199	EFT93043	Health & Immunisation Management Services	Immunisation Clinics	7,950.93
200	EFT92496	Heath Dansie	Reimburse Expenses	300.00
201	EFT92892	Hicks Instant Turf	Turf	622.00
202	EFT93045	Hicks Landscaping	Landscaping Supplies	880.00
203	EFT92507	Iberdrola Australia	Power	32,847.56
204	EFT92896	Iberdrola Australia	Power	18,125.05
205	EFT92471	Ice Hockey Association of SA	Refund Thebarton Community Centre Hire Fees	45.00
206	62100	IGA Novar Gardens	Milk	119.70
207	EFT93048	iHR Asia Pty Ltd	Professional Fees	7,909.00
208	EFT92415	Imix Dance Studio	Library Workshop	480.00
209	EFT92416	Indulgence Food Design	Catering	1,798.50
210	EFT93046	Industrial Brushware	Sweeper Brooms	2,422.24
211	EFT92895	Inspirations Paints Seaton	Paint	2,270.00
212	EFT92894	Institute of Public Works Engineering Aust SA Div Inc	Membership	3,996.64
213	EFT92508	Integrity Sampling (SA)	Staff Training	4,125.00
214	EFT92897	Internode Pty Ltd	Internet Connection	99.99
215	EFT93047	Internode Pty Ltd	Internet Connection	174.98
216	EFT93122	Ivana Stegnjaic	Refund Apex Park Hire Fees	280.00
217	EFT92900	Jaba Multimedia Design	Website Hosting	279.13
218	EFT92902	Jack Adcock Consulting Pty Ltd	Professional Fees	1,100.00
219	EFT93125	Jack Trotter	Junior Development Grant	200.00
220	EFT92467	Jackson Mitchell	Junior Development Grant	200.00
221	EFT92419	JALM Weed Control & Maintenance	Weed Control	23,375.28
222	EFT93052	JALM Weed Control & Maintenance	Weed Control	14,672.74
223	EFT93015	Jan Beggs	Purchase Artwork	1,000.00
224	EFT93129	Jasmine Trotter	Junior Development Grant	200.00
225	EFT92384	Jason Bury	Reimburse Expenses	60.00
226	EFT93051	JB Hi-Fi Business	Computer Equipment	560.03
227	EFT92970	Jenny Wood	Reimburse Expenses	197.70
228	EFT92417	Jensen PLUS	Professional Fees	1,305.70
229	EFT93050	Jensen PLUS	Professional Fees	1,573.00
230	EFT92418	Jet Couriers (Adelaide) Pty Ltd	Couriers	187.08
231	EFT92901	Jet Couriers (Adelaide) Pty Ltd	Couriers	351.10
232	EFT92899	JJ Richards & Sons Pty Ltd	Waste Oil Removal	116.88
233	EFT92553	JM Milosevich	Refund Overpaid Rates	254.00
234	EFT92976	Joanne Spargo	Climate Resilient Rebate	400.00
235	EFT92413	John Hastings	Contractor	840.00
236	EFT92506	John Hastings	Contractor	1,070.00
237	EFT92893	John Hastings	Contractor	600.00
238	EFT93044	John Hastings	Contractor	870.00
239	EFT92908	John Kruger	Photography	392.70
240	EFT92972	Josie Barbaro	Heritage Grant	2,000.00
241	EFT92898	JPE Design Studio Pty Ltd	Professional Fees	48,437.95
242	EFT93049	JPE Design Studio Pty Ltd	Professional Fees	30,945.48
243	EFT92509	JPS Lifts	Lift Service	1,547.70
244	EFT93054	Kanopy	Library Services	498.00

**ACCOUNTS DUE AND SUBMITTED TO THE COUNCIL MEETING
10 DECEMBER 2024**

Ref No.	Cheque/ EFT No.	Payee	Invoice Description	Payment Total
245	EFT93132	Kate Tripodi	Refund Apex Park Hire Fees	350.00
246	EFT93053	Kelley Jones Lawyers	Legal Fees	23,113.85
247	EFT92905	Kellogg Brown & Root Pty Ltd	Professional Fees	25,836.25
248	EFT92906	Kennett Pty Ltd	Thebarton Theatre Redevelopment	1,032,841.13
249	EFT92510	Kids in Adelaide	Advertising	1,320.00
250	EFT92421	Knox Constructions Pty Ltd	Roadworks	109,492.91
251	EFT93055	Knox Constructions Pty Ltd	Roadworks	312,541.35
252	EFT92903	Kone Elevators	Lift Maintenance	630.67
253	EFT92904	Kubpower Earthmoving & Construction Equipment Co	Depot Supplies	1,454.78
254	EFT92921	Kym Newton	Reimburse Expenses	202.00
255	EFT92515	La Crema Coffee Roasters	Coffee	330.00
256	EFT93062	Lakeside Building Solutions	Footpath Works	3,962.75
257	EFT93064	Land Services Group	Searches	705.80
258	EFT92911	Lane Communications	Printing	6,177.01
259	EFT93063	Lane Communications	Printing	258.50
260	EFT92913	Lawrence & Hanson	Electrical Supplies	201.52
261	EFT92469	Lawrence Fan	Junior Development Grant	500.00
262	EFT92466	Layla Robertson	Junior Development Grant	500.00
263	EFT92423	LCS Landscapes	Landscaping	2,953.50
264	EFT93060	LCS Landscapes	Landscaping	293,854.16
265	EFT92514	LCS Maintenance (SA)	Landscaping	31,478.44
266	EFT92982	Leesa Pertsinidis	Art Prize	1,000.00
267	EFT93066	Leo Multicultural Association	Community Grant	5,000.00
268	EFT92909	LGA Asset Mutual Fund	Insurance Premium	2,354.75
269	EFT92425	Limonta Sport Australia Pty Ltd	Oval Maintenance	2,805.00
270	EFT93059	Living Colour Nursery Pty Ltd	Plants	2,811.60
271	EFT93061	Living Turf	Depot Supplies	13,541.00
272	EFT92512	Local Government Association of SA	Conference Registration	580.00
273	EFT93057	Local Government Association of SA	Staff Training	430.00
274	EFT93065	Local Government Income Protection Fund	Insurance Premium	8,644.17
275	EFT92422	Local Government Professionals SA Inc	Staff Training	4,956.60
276	EFT92914	Logistico	Library Magazines	69.04
277	EFT92513	LOTE Libraries Direct Pty Ltd	Library Books	1,521.69
278	EFT93058	LOTE Libraries Direct Pty Ltd	Library Books	2,055.30
279	EFT92910	Lucid Consulting Engineers Pty Ltd	Professional Fees	9,680.00
280	EFT92987	Lucy Yangi	Refund Thebarton Community Centre Hire Fees	900.00
281	EFT92916	M2 Technology Pty Ltd	Message on Hold	402.60
282	EFT93069	Mad Promo	Power Distribution	940.50
283	EFT92518	Major Carpet & Tile	Carpet Cleaning	2,719.20
284	EFT92870	Maria Adele De Vita	Reimburse Volunteer Expenses	38.10
285	EFT93123	Maria Saad	Heritage Grant	2,000.00
286	EFT92487	Mario Ciardiello	Reimburse Volunteer Expenses	10.20
287	EFT93071	Mario's Industrial Rags	Depot Supplies	495.00
288	EFT92932	Mark Ploenges	Reimburse Expenses	300.00
289	EFT92979	Martin Noblet	Climate Resilient Rebate	400.00
290	EFT92420	Matt Jonsson	Restoration of Christmas Displays	1,980.00
291	EFT93035	Matthew Ey	Reimburse Expenses	300.00
292	EFT92427	Maxima Group Training	Temp Staff	14,141.64
293	EFT92917	Maxima Group Training	Temp Staff	12,193.96
294	EFT92545	Maxima Tempskill	Temp Staff	21,231.71
295	EFT93111	Maxima Tempskill	Temp Staff	29,621.32
296	EFT92490	Mayor Michael Coxon	Mayoral Allowance	8,265.00
297	EFT92919	MBMpl Pty Ltd	Professional Fees	3,300.00
298	EFT92858	Meg Boswell	Reimburse Volunteer Expenses	47.60
299	EFT92430	Mellor Olsson Lawyers	Legal Fees	3,974.85
300	EFT92520	Menz Confectionery	Volunteer Gifts	765.00
301	EFT92517	Message4U Pty Ltd	TXT Messaging	356.77
302	EFT92984	Michael Chapman	Art Prize	4,000.00
303	EFT93073	Mile End Office Furniture	Furniture	766.00
304	EFT93131	Miriam Davison	Thebarton Community Centre Bond Return	1,000.00
305	EFT92426	Modern Teaching Aids Pty Ltd	Library Supplies	47.25

**ACCOUNTS DUE AND SUBMITTED TO THE COUNCIL MEETING
10 DECEMBER 2024**

Ref No.	Cheque/ EFT No.	Payee	Invoice Description	Payment Total
306	EFT92918	Molloy Consulting	Professional Fees	4,950.00
307	EFT93072	Molloy Consulting	Professional Fees	16,830.00
308	EFT92922	Nalty Memorials	Plaques	925.00
309	EFT93127	Nathan Trotter	Junior Development Grant	200.00
310	EFT92523	National Safety Products	Street Signs	2,435.62
311	EFT92434	National Variety Distributors	Library Supplies	70.75
312	EFT93076	National Variety Distributors	Library Supplies	37.50
313	EFT92923	Nelson Locksmiths	Locks	1,123.65
314	EFT92989	New Creation Church Adelaide	Refund Thebarton Community Centre Hire Fees	240.00
315	EFT92958	Nic Timotheou	Reimburse Expenses	300.00
316	EFT92522	Norman Waterhouse Lawyers	Legal Fees	4,648.60
317	EFT93075	Norman Waterhouse Lawyers	Legal Fees	10,968.10
318	EFT92433	North East Isuzu	Purchase Trucks	487,569.72
319	EFT92526	Objective Corporation Limited	Software	19,265.98
320	EFT92524	Officeworks Superstores Pty Ltd	Stationery	1,225.30
321	EFT93077	Officeworks Superstores Pty Ltd	Stationery	1,766.58
322	EFT92465	Oliver Prole	Junior Development Grant	200.00
323	EFT92925	Olympic Hire	Hire Equipment	528.00
324	EFT92924	Orana Australia Ltd	Home Advantage Program	919.60
325	EFT92926	Origin Energy Electricity Limited	Power	323.49
326	EFT93078	Origin Energy Electricity Limited	Power	31,390.11
327	EFT92435	Origin Energy Services Ltd	Gas Supply	3,699.66
328	EFT93079	Origin Energy Services Ltd	Gas Supply	529.69
329	EFT92436	Our Earth Pest Control	Pest Control	1,277.06
330	EFT93120	Paula Limacher	Refund Plympton Community Centre Hire Fees	240.00
331	EFT92532	People2people Recruitment (South Australia) Pty Ltd	Temp Staff	2,507.63
332	EFT92934	People2people Recruitment (South Australia) Pty Ltd	Temp Staff	5,592.39
333	EFT92439	Pest Aid	Pest Control	670.00
334	EFT92432	Peter Messenger	Reimburse Expenses	242.55
335	EFT92533	PKR Residential & Commercial Cleaning Services Pty Ltd	Cleaning	3,450.00
336	EFT92929	Planning Institute of Australia	Staff Training	470.00
337	EFT93080	Planning Institute of Australia	Advertising	360.00
338	EFT93084	Plot Works Pty Ltd	Roadworks	76,125.50
339	EFT92928	Plumbing & Pipeline Solutions SA Pty Ltd	Plumbing	28,882.51
340	EFT92441	Plympton Veterinary Clinic	Veterinary Consultation	225.00
341	EFT93126	Polina Timofeeva	Junior Development Grant	200.00
342	EFT92440	Pro Bitumen Pty Ltd	Roadworks	23,203.84
343	EFT92931	Pro Bitumen Pty Ltd	Roadworks	39,345.30
344	EFT93082	Pro-Clean Cleaning Supplies	Cleaning Products	4,430.14
345	EFT92933	ProcurePM Project Management	Professional Fees	877.25
346	EFT92527	Professional Linemarking Pty Ltd	Linemarking	5,357.00
347	EFT93081	Programmed Property Services Pty Ltd	Verge Mowing	5,478.00
348	EFT93091	Radio ENA	Mayor's Christmas Message	385.00
349	EFT92536	Rainwell Pty Ltd	Depot Supplies	121.00
350	EFT92535	Randstad Pty Ltd	Temp Staff	5,349.02
351	EFT93089	Randstad Pty Ltd	Temp Staff	10,632.05
352	EFT92537	Rapid Global Pty Ltd	Software	2,172.50
353	EFT92939	Rebecca Mezzino Declutter Coaching	Workshop	764.50
354	EFT93086	Reece Pty Ltd	Irrigation	4,052.01
355	EFT92443	REMONDIS Australia Pty Ltd	Rubbish Removal	15.62
356	EFT92936	Rentokil Tropical Plants	Indoor Plant Hire	118.65
357	EFT93090	Rentokil Tropical Plants	Indoor Plant Hire	292.77
358	EFT92534	Resource Furniture	Office Furniture	24,120.25
359	EFT92938	Ricoh Australia Ltd	Copy Charges / Purchase Copier	23,540.80
360	EFT93092	Roadshow Films Pty Ltd	Library Film Showing	852.50
361	EFT92935	Robert Walters Pty Ltd	Temp Staff	3,923.17
362	EFT93088	Rosmech Sales & Service Pty Ltd	Sweeper Brooms	13,468.41
363	EFT92442	Rundle Mall Plaza Newsagency	Library Magazines	225.12
364	EFT92937	Rundle Mall Plaza Newsagency	Library Magazines	232.21
365	EFT93093	Rundle Mall Plaza Newsagency	Library Magazines	543.90
366	EFT92981	Rylie Sanderson	Climate Resilient Rebate	400.00

**ACCOUNTS DUE AND SUBMITTED TO THE COUNCIL MEETING
10 DECEMBER 2024**

Ref No.	Cheque/ EFT No.	Payee	Invoice Description	Payment Total
367	EFT92973	SA German Association Inc	Refund Application Fee	176.00
368	EFT93095	SA Local Govt Financial Management Group	Conference Registration	1,190.00
369	EFT92944	SA Pathology	Water Testing	770.00
370	EFT92542	SA Planning Assist Pty Ltd	Professional Fees	2,376.00
371	EFT92949	SA Planning Assist Pty Ltd	Professional Fees	8,316.00
372	EFT92446	SA Power Networks	Street Lighting	33,120.85
373	EFT92941	SA Power Networks	Service Replacement	922.90
374	EFT93098	SA Power Networks	Street Lighting	33,129.65
375	EFT92453	SA Water	Water	47.15
376	EFT92543	SA Water	Water	888.07
377	EFT92950	SA Window Cleaning Pty Ltd	Window Cleaning	236.50
378	EFT92942	Saggese Transport & Crane Services Pty Ltd	Transport / Crane Hire - Christmas Display	5,694.04
379	EFT92449	SAI Global Australia Pty Ltd	Subscription	12,032.08
380	EFT93101	SAI Global Australia Pty Ltd	Standards	12.50
381	EFT92451	Salmon Studio Pty Ltd	Professional Fees	330.00
382	EFT92455	Samia Tawadros	Reimburse Volunteer Expenses	84.15
383	EFT93096	Sassafras Agencies Pty Ltd	Depot Supplies	277.38
384	EFT93124	Savannah Lamming	Junior Development Grant	200.00
385	EFT92945	Schneider Electric (Aust) Pty Ltd	Building Maintenance	600.60
386	EFT93105	Scrapbooking With Sarah Shipton	Presentation	388.00
387	EFT92974	Sean LePoidevin	Climate Resilient Rebate	200.00
388	EFT92452	Seek Limited	Advertising	1,446.50
389	EFT92947	Seek Limited	Advertising	1,793.00
390	EFT93106	Seek Limited	Advertising	1,501.50
391	EFT92540	Shred-X Pty Ltd	Paper Recycling	932.70
392	EFT92544	SimAC	Airconditioner Maintenance	330.00
393	EFT92447	Snap Hilton	Printing	261.12
394	EFT93099	Snap Hilton	Printing	120.84
395	EFT92940	Solo Resource Recovery	Rubbish Removal	994.62
396	EFT93094	Solo Resource Recovery	Garbage Collection & Waste Disposal	721,032.31
397	EFT92539	Southern Cross Protection	Patrol Service	10,579.25
398	EFT93097	Southfront	Professional Fees	6,997.10
399	EFT93103	Space Down Under	Depot Supplies	9,240.00
400	EFT92454	Spray Shop	Depot Supplies	845.60
401	EFT92444	St John Ambulance Australia SA Inc	First Aid Training	250.00
402	EFT92445	Stan's Distilled & Spring Water	Water	231.71
403	EFT92448	State Security & Protective Services (Aust) Pty Ltd	Security Guard	6,291.52
404	EFT92943	State Security & Protective Services (Aust) Pty Ltd	Security Guard	6,811.94
405	EFT93128	Stavr Timofeev	Junior Development Grant	200.00
406	EFT93102	Stihl Shop Fulham	Depot Supplies	474.90
407	EFT93104	Streamline Plumbing SA Pty Ltd	Plumbing	27,641.28
408	EFT92450	Stumpy Stumps	Grind Stumps	1,200.00
409	EFT92541	Stumpy Stumps	Grind Stumps	600.00
410	EFT92946	Stumpy Stumps	Grind Stumps	600.00
411	EFT93100	Suburban Transport Services	Taxi Fares	903.00
412	EFT92990	Sumathi Shivakumar	Refund Thebarton Community Centre Hire Fees	120.00
413	EFT92980	Suzanne Guscott	Climate Resilient Rebate	400.00
414	EFT93107	Sync Cabling Solutions Pty Ltd	Lighting	53,988.00
415	EFT92948	Syngenta Australia Pty Limited	Depot Supplies	759.00
416	EFT92953	Taking Care of Trees	Tree Maintenance	4,522.50
417	EFT93110	Taking Care of Trees	Tree Maintenance	1,875.00
418	EFT92969	Tayla Weinert	Reimburse Expenses	300.00
419	EFT92961	Technology One Ltd	Software	6,380.00
420	EFT92955	Teletrac Navman	Monitor GPS Units	2,660.90
421	EFT92960	Telstra Limited	Telephone	5,627.35
422	EFT92393	The Chilean Club of Adelaide Inc	Community Grant	5,000.00
423	EFT92930	The City of Prospect	Transfer Long Service Leave	52,057.45
424	EFT92873	The Deaf Butterfly Effect Pty Ltd	Library Services	711.15
425	EFT92499	The Department for Correctional Services	Litter Collection	2,618.00
426	EFT92407	The Fruit Box Group Pty Ltd	Milk	412.20
427	EFT93038	The Fruit Box Group Pty Ltd	Milk	165.84

**ACCOUNTS DUE AND SUBMITTED TO THE COUNCIL MEETING
10 DECEMBER 2024**

Ref No.	Cheque/ EFT No.	Payee	Invoice Description	Payment Total
428	EFT93083	The Paper Bahn	Stationery	4,766.33
429	EFT92927	The Personnel Risk Management Group	Security Checks	652.30
430	EFT92954	Think Water Adelaide	Irrigation	2,112.00
431	EFT93113	Thomson Reuters (Professional) Australia Limited	Subscription	4,346.21
432	EFT92952	Tom's Car Wash	Vehicle Detailing	1,752.30
433	EFT93108	Tonkin Consulting	Professional Fees	49.50
434	EFT93002	Tool Kit Depot - Mile End	Tools	83.16
435	EFT92959	Total Commercial Equipment	Electrical Goods	1,289.16
436	EFT93109	Total Tools Thebarton	Depot Supplies	1,740.40
437	EFT93115	Totally Workwear Richmond	Clothing	18,650.05
438	EFT93112	TPG Telecom	Telephone/Internet	3,277.82
439	EFT92396	Tracie Dawber	Audit Committee Allowance	700.00
440	EFT92956	Tree and Grounds Pty Ltd	Tree Maintenance	8,492.00
441	EFT92546	Tree Tech SA	Tree Maintenance	11,122.00
442	EFT92957	Tree Tech SA	Tree Maintenance	1,120.10
443	EFT93114	Trio Sign Group SA	Signage	302.50
444	EFT92963	UES International	Depot Supplies	216.60
445	EFT92414	United Petroleum Pty Ltd	Fuel	18,964.19
446	EFT92502	University of South Australia	Staff Training	260.00
447	EFT92457	Urban & Regional Planning Solutions	Professional Fees	1,416.25
448	EFT92547	Urban Movement Entertainments	Library Entertainment	1,265.00
449	EFT92962	UrbanVirons Group Pty Ltd	Tree Maintenance	7,898.00
450	EFT92991	Valid Tree Risk-Benefit Management & Assessment	Staff Training	5,950.00
451	EFT92920	Vanessa Motley	Reimburse Expenses	197.70
452	EFT92975	Vasilios Chronopoulos	Rainwater Tank Rebate	400.00
453	EFT92548	Veri Fire	Fire Safety	2,618.97
454	EFT92964	Veri Fire	Fire Safety	2,432.10
455	EFT93085	Vesna Petiq	Library Workshop	500.00
456	EFT92458	Vili's Family Bakery Pty Ltd	Catering	337.04
457	EFT92459	Villagehood Australia	Community Grant	5,000.00
458	EFT92965	Vision Intelligence	Camera Hire	1,204.28
459	EFT92968	Wallbridge Gilbert Aztec	Professional Fees	10,070.50
460	EFT92875	Walls That Talk	Library Supplies	1,941.50
461	EFT92865	Wateresource Pty Ltd	Irrigation	1,247.20
462	EFT92462	WC Convenience Management Pty Ltd	Public Toilets Cleaning	8,931.63
463	EFT93116	Web Safety Pty Ltd	Clothing	476.14
464	EFT92460	Well Done International	After Hours Contact Centre	917.07
465	EFT92985	Wendy Stanton	Art Prize	500.00
466	EFT92967	Westside Services (SA) Pty Ltd	Airconditioner Maintenance	5,223.68
467	EFT92966	Wholesale Plants and Products Pty Ltd	Plants	3,631.97
468	EFT93118	Wide Open Co Pty Ltd	Memorial Poppies	968.00
469	EFT93117	Winc Australia Pty Limited	Stationery	201.56
470	EFT92971	Workzone Traffic Control Pty Ltd	Traffic Control	7,270.73
471	EFT92550	Worlds Best Specialised Cleaning	Graffiti Removal	3,617.90
472	EFT92977	Yue Qu	Climate Resilient Rebate	400.00
				<u>\$ 10,433,760.95</u>

17 LOCAL GOVERNMENT BUSINESS

Nil

18 MEMBER'S BOOKSHELF

Nil

19 CORRESPONDENCE

19.1 Ashley Street Playground

Correspondence has been received from the Minister for Infrastructure and Transport the Hon Tom Koutsantonis MP in response to Council's letter dated 25 July 2024 regarding the Ashley Street Playground (**Attachment 1**).

19.2 Release of the State Government's Housing Roadmap

Correspondence has been received from the Minister for Planning the Hon Nick Champion MP, advising that the State Government's Housing Roadmap was officially released on 25 June 2024 (**Attachment 2**).

19.3 Change of name for Lockleys Primary School to Brooklyn Park Primary School

Correspondence has been received from the Chief Executive of the Department for Education, Professor Martin Westwell advising that the Minister for Education has approved a change of name for Lockleys Primary School to Brooklyn Park Primary School (**Attachment 3**).

19.4 Planning, Development and Infrastructure (General) (Community Title Land Division) Amendment Regulations 2024

Correspondence has been received from the Deputy Chief Executive of the Department for Housing and Urban Development, Sally Smith, regarding the draft *Planning, Development and Infrastructure (General) (Community Title Land Division) Amendment Regulations 2024* (**Attachment 4**).

19.5 The Observation Post - December 2024

Correspondence has been received from the President of the National Malaya & Borneo Veterans Association Australia Inc SA/NT Branch, providing a copy of the December edition of the Observation Post (**Attachment 5**).

RECOMMENDATION

That the correspondence be received.

Attachments

19.1 Response from the Minister regarding the Ashley Street Playground

19.2 Release of the State Government's Housing Roadmap

19.3 Change of name for Lockleys Primary School to Brooklyn Park Primary School

19.4 Planning, Development and Infrastructure (General) (Community Title Land Division) Amendment Regulations 2024

19.5 The Observation Post - December 2024

The Hon Tom Koutsantonis MP



**Government
of South Australia**

**Minister for Infrastructure
and Transport
Minister for Energy and
Mining**

Level 14, 83 Pirie Street
Adelaide SA 5000

GPO Box 1533
Adelaide SA 5001

Tel 08 7133 1100

minister.koutsantonis@sa.gov.au

24MIT14956

Mayor Michael Coxon
City of West Torrens
Mayorcoxon@wtcc.sa.gov.au

Dear Mayor Coxon

Thank you for your letter dated 25 July 2024, on behalf of the City of West Torrens (Council), about the Ashley Street Playground within the portion of land at Thebarton Oval/Kings Reserve acquired for the purpose of delivering the North-South Corridor, River Torrens to Darlington (T2D) Project.

The Department for Infrastructure and Transport (the Department) intends to keep the Ashley Street Playground operational for as long as practically possible, subject to commencement of works at this location. The Ashley Street Playground will ultimately be removed to facilitate the T2D Project works, with new recreational spaces to be delivered within the local area in consultation with Council and the community.

As the existing public bathroom facilities adjacent the Ashley Street Playground form part of the Adelaide Football Club (AFC) Thebarton Oval Precinct Masterplan, approved by Council in December 2023, the timeframe for decommissioning of the bathroom facilities will be subject to the AFC's construction program.

The Department also understands that a decision was made by Council at its General Meeting, held on 16 July 2024, to close the public bathroom facilities due to safety concerns relating to vandalism and misuse. As a result, it is reasonable to expect Council to make the toilet facilities at the nearby Thebarton Community Centre available for use by playground patrons.

Yours sincerely

A handwritten signature in blue ink, appearing to read "Tom Koutsantonis".

Hon Tom Koutsantonis MP
Minister for Infrastructure and Transport

13 / 11 / 2024

Civic Centre
165 Sir Donald Bradman Drive
Hilton, SA 5033
Tel: 08 8416 6333
Email: csu@wtcc.sa.gov.au
SMS: 0429 205 943
Web: westtorrens.sa.gov.au



25 July 2024

Hon Tom Koutsantonis
Minister for Infrastructure and Transport
GPO Box 1533
ADELAIDE SA 5001

Via email: minister.koutsantonis@sa.gov.au

Dear Minister

Ashley Street Playground | Temporary disability bathroom facilities - Kings Reserve

Recently, the Department of Infrastructure and Transport (DIT) compulsorily acquired a further portion of Thebarton Oval / Kings Reserve (as outlined in the government gazette dated 6 June 2024), completing DIT's compulsory acquisition of the whole of the land identified as Allotments '5005' and '5006' in D131919. This acquisition area includes the Ashley Street Playground.

In light of the above Council at its meeting of 16 July 2024 resolved to seek clarification as to DIT's intentions in relation to the playground, namely:

- Whether it intends to retain the playground open for public use, and if so, for how long; or
- Whether it intends to fence off the area until such time as it is decommissioned; and
- When it intends to demolish/decommission the existing playground.

If it is intended for the playground to remain open for public use for a length of time, the Council seeks clarification as to whether appropriate 'disability standard' temporary bathroom facilities could be provided for users of such playground until such time that the playground is decommissioned, noting that the nearby Ashley Street toilet facility has been closed.

Your earliest response would be greatly appreciated.

Yours sincerely

Michael S Coxon
Mayor

Hon Nick Champion MP



Government of South Australia

Minister for Housing and
Urban Development

Minister for Housing
Infrastructure

Minister for Planning

GPO Box 11032
ADELAIDE SA 5001

T: (08) 8235 5580

E: ministerchampion@sa.gov.au

24EXT0417

Mr Angelo Catinari
Chief Executive Officer
City of West Torrens

By email: info@wtcc.sa.gov.au

Dear Mr Catinari

On 25 June 2024, the Premier of South Australia, the Hon Peter Malinauskas MP released the State Government's Housing Roadmap. The Roadmap seeks to address land supply, housing diversity and housing affordability across the State to help tackle the current housing supply crisis.

One of the key planning processes identified in supporting the supply of land and housing was the rezoning process. While the State's rezoning process is already fast by national standards, the Roadmap identifies projects to support councils and the private sector to bring rezoned land to market faster.

Code Amendment Dashboard

Navigating code amendments has been made easier following the release of the new Code Amendments landing page and Code Amendment Register on 24 October 2024. The Register can be accessed directly online at https://plan.sa.gov.au/have_your_say/code-amendments/code_amendment_register.

The PlanSA Portal changes are the first step in delivering transparent tracking of code amendments outlined in the South Australian Housing Roadmap and includes the following features:

- A landing page with key code amendment details and the ability to search and view code amendments and their status.
- An enhanced overview page which includes resources, templates and documents for each stage of the code amendment process.
- The new Code Amendment Register which includes a record of all code amendments which can be filtered by the code amendment title, type, stage, local government area, or initiation date.
- Easy access to make a submission on a code amendment currently on consultation.
- An overview page for each code amendment including documentation for each stage, key dates and progress information.



Building on the delivery of the Code Amendment Register, the Code Amendment Dashboard will launch in December 2024 which will improve the availability of data to the community in relation to the number of code amendments in progress and processing timeframes.

A new online submission form will also be available on the Portal in December and integrated into the Code Amendment Tracking System (CATS), enabling Planning and Land Use Services (PLUS) to conduct Code Amendment assessments more efficiently.

In the first quarter of 2025, the CATS will be expanded to enable proponents to login, track progress, respond to requests for information, pay fees and generally interact with the Code Amendment through a single system.

Streamlined Code Amendment Process

The Roadmap identifies an opportunity to deliver a faster code amendment process for straightforward proposals. From 22 November 2024, Code Amendments may be eligible for a 'streamlined' process with submissions reaching me, as the Minister for Planning, for an initiation decision within 15 business days of verification.

A Code Amendment will be eligible for the streamlined process where it meets the requirements of *Practice Direction 2 – Preparation and Amendment of Designated Instruments* (Practice Direction 2); aligns with strategic directions of the State and is not 'complex' (in accordance with the Chief Executive policy).

Amendments have been made to Practice Direction 2 and the *Chief Executive's Policy – Service Standards and Code Amendment Fees 2024* (Chief Executive policy) to support the streamlined Code Amendment process. Combined, the changes to Practice Direction 2 and the Chief Executive policy will reduce processing times by 8 to 10 weeks on average.

For reference, Practice Direction 2 is accessible via the Portal online at https://plan.sa.gov.au/resources/planning/practice_directions/practice_direction_2_-_consultation_on_the_preparation_or_amendment_of_a_designated_instrument.

Combined Code Amendment and Outline Consent

The Housing Roadmap recognises the introduction of the outline consent assessment pathway by the State Planning Commission in early 2024 as an important tool to enable applicants to obtain an early 'outline' approval, before committing substantial resources to a project.

Building on this early work, further amendments have been made to *Practice Direction 18 – Outline Consent 2023* (Practice Direction 18), linking the code amendment process with an outline consent for site-specific rezonings that facilitate a development outcome. The aim is to reduce the overall assessment time needed to receive development approval.

For reference, Practice Direction 18 is accessible via the Portal online at https://plan.sa.gov.au/resources/planning/practice_directions/practice-direction-18-outline-consent-2023.

The benefits of concurrently assessing a development application (in the form of an outline consent) and a code amendment are:

- *Formal discussions* - Enabling developers to engage in formal discussions with referral agencies and the Commission on the proposed development against proposed policy before the final determination of a code amendment.
- *Improved timeframes* - Accelerating the assessment timeframes of a subsequent planning application.
- *Community understanding* - Helping the community better understand the development outcome being achieved through the amendment to the planning policy.

This change has the potential to reduce the assessment timeframes of a subsequent planning application from 70 business days to less than 20 business days, with an estimated saving of 8 to 10 weeks.

Further information regarding the Roadmap initiatives including updated Practice Direction(s), Chief Executive's Policy, templates and factsheets are available on the Portal's Code Amendment Toolkit page at https://plan.sa.gov.au/have_your_say/code-amendments/code-amendment-toolkit.

Should you have any further questions, please contact PlanSA on 1800 752 664 or by email to: PlanSA@sa.gov.au.

I trust this information is of assistance.

Yours sincerely

A handwritten signature in blue ink, appearing to read 'Nick Champion', with a stylized flourish at the end.

Hon Nick Champion MP
Minister for Planning

22 November 2024



Government of South Australia
Department for Education

Office of the Chief Executive

31 Flinders Street
Adelaide SA 5000

GPO Box 1152
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DX 541

education.ce@sa.gov.au
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CEW2024/07072

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

Email: mayorcoxon@wtcc.sa.gov.au

Dear Mayor Coxon

I wish to advise that the Minister for Education has approved a change of name for Lockleys Primary School to Brooklyn Park Primary School.

The school has requested the change of name due to their location in the suburb of Brooklyn Park and ongoing confusion among community members with Lockleys North Primary School.

The new name will be effective from Term 1, 28 January 2025.

Yours sincerely

A handwritten signature in black ink, appearing to read "Meh Westwell".

Professor Martin Westwell
CHIEF EXECUTIVE

27 November 2024

OFFICIAL**Government of South Australia**Department for Housing
and Urban Development

27 November 2024

Mr Angelo Catinari
Chief Executive Officer
City of West Torrens**Planning & Land Use
Services**Level 10
83 Pirie Street
Adelaide SA 5000GPO Box 1815
Adelaide SA 5001

Tel 1800 752 664

By email: info@wtcc.sa.gov.au***Planning, Development and Infrastructure (General) (Community Title Land Division) Amendment Regulations 2024.***

Dear Mr Catinari

In response to cases where community lots have been sold without suitable access to those lots being provided, the South Australian Government committed to investigating mechanisms to ensure consumers purchasing community title properties are adequately protected.

On 1 July 2024, updates to [Practice Direction 12](#) were made to provide flexibility for the State Planning Commission (the Commission) to issue its land division certificate under section 138 of the *Planning, Development and Infrastructure Act 2016* (the Act) where councils are satisfied that either the common driveway has been constructed or that evidence of appropriate security for the construction of the common driveway has been provided.

In addition, amendments have now been drafted to the *Planning, Development and Infrastructure (General) Regulations 2017* (the General Regulations) for consultation.

The draft ***Planning, Development and Infrastructure (General) (Community Title Land Division) Amendment Regulations 2024*** propose the following key amendments to the General Regulations:

- a new prescribed condition under regulation 85A, requiring that the construction of common property comprising a driveway or private road must be completed before the Commission issues its land division certificate
- amending regulation 88 to allow the Commission to issue its land division certificate where the above condition has not been satisfied if the applicant enters into an agreement with the relevant local council that is supported by adequate security
- amending regulation 88(2) to include community plan (in addition to strata plan) under the *Community Titles Act 1996* (as the case requires)
- amending Schedule 8 to require an application for community title land division proposing the construction of a common driveway or private road, to

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be accompanied by details of the design of the driveway or road and the costs associated with the construction of the driveway or road, to assist councils in determining the amount required to be held as security.

These amendments are now open for consultation until 20 December 2024. You can view the details in the draft *Planning, Development and Infrastructure (General) (Community Title Land Division) Amendment Regulations 2024*. Information on how to lodge a submission is available on the [PlanSA website](#).

Yours sincerely



SALLY SMITH
DEPUTY CHIEF EXECUTIVE
DEPARTMENT FOR HOUSING AND URBAN DEVELOPMENT

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Volume 14, number 12 – DECEMBER 2024

THE OBSERVATION POST

The official publication of the
National Malaya & Borneo Veterans Association Australia Inc
 South Australia & Northern Territory Branch

National Patron: General the Honourable Sir Peter Cosgrove AK AC(Mil) CVO MC (ret'd)
 SA/NT Branch Patron: Her Excellency the Honourable Frances Adamson AC, Governor of South Australia



REMEMBRANCE DAY

On Remembrance Day, Monday 11 November 2024, our members took the opportunity to reflect and remember privately in local commemorative services. The Air Force Cadets of No 604 Squadron (Hampstead Barracks) provided an armed Catafalque Party and Honour Guard for a school assembly and memorial service at Modbury High School (pictured above). The Catafalque Party carried innocuous .303-inch SMLE rifles representative of the era of the Malayan wars.

Another 604 Squadron ceremonial detachment, supplemented by Cadets from 601 and 613 Squadrons, provided a Catafalque Party and Honour Guard for the Endeavour College service. We will remember them. Lest we Forget.





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NOTICES

BRANCH COMMITTEE 2024-2025

Paul Rosenzweig OAM
President, Secretary
Public Affairs Officer

Don Cameron
Vice-President
Ceremonial Officer

Paul Bayliss

Jenny Cameron
Treasurer

Vicki Crannaford
Assistant Treasurer

Di Davies

Beverley Dubois
Minutes Secretary

Jeff Hiscock

Mal White
Merchandise Officer

Major Quentin Castle
Branch Chaplain

THANK YOU

We thank Tony Zappia MP and the staff of his Makin Electorate Office for their generous assistance with all our printing needs

BRANCH UPDATES 'KEEPING IN THE LOOP'

In accordance with our philosophy of "Look to the future", it is pleasing to note the participation of Air Force Cadets in Remembrance Day commemorative events – many of those involved in these ceremonial detachments have also supported our Malaya & Borneo Veterans Day commemorative services.

Furthermore, the SA/NT Branch will continue in 2025 as a Friend of the Duke of Edinburgh's International Award. We have received this message from Jo Bush, the Sponsorship & Ambassador Manager for The Duke of Edinburgh's International Award – Australia:

Dear Jenny, We are very grateful indeed for the National Malaya & Borneo Veterans Association Australia Inc SA/NT Branch generosity. More than ever, we know supporting young people is critical to building a brighter future. NMBVAA's support allows us to do this – empowering young people to be resilient and adaptive to navigate challenges.

We look forward to seeing you at our Christmas Lunch at the Maid of Auckland Hotel. Our special guests of honour this year will be Mayor Michael Coxon of the City of West Torrens and Mrs Jan Milham, President of the War Widows Association (SA) Inc. If we don't see you there, we wish you all the best for Christmas and the New Year.

CALENDAR OF EVENTS

Christmas Lunch: Saturday 7 December 2024,
12 for 12.30 pm
Maid of Auckland Hotel



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

February meeting: 1115h Friday 21 February 2025
Maid of Auckland Hotel, followed by lunch

NMBVAA Anniversary *Friday 28 February – the 29th anniversary of the formation of the "National Malaya and Borneo Veterans Association (Australia) Incorporated" (ABN 74 072 982 793), as a Company with Directors, registered with the Australian Securities and Investments Commission (29 February 1996)*

March meeting: 1115h Friday 21 March
Maid of Auckland Hotel, followed by lunch

April meeting: 1115h Friday 18 April
Maid of Auckland Hotel, followed by lunch



Visit our Facebook page:

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



Visit our Website:

https://www.nmbvaa.org.au/sa_nt.php



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HIS MAJESTY KING CHARLES III

AUSTRALIAN WAR MEMORIAL

Monday 21 October 2024

The Australian War Memorial reported that more than 4,000 people turned out to greet Their Majesties King Charles III and Queen Camilla during their visit.

Their Majesties paid their respects at the Tomb of the Unknown Australian Soldier with the laying of a wreath and floral tribute, and they then placed poppies on the Roll of Honour. The Roll of Honour now lists more than 103,000 names.

The King and Queen then greeted members of the public.



Among His Majesty's special connections to Australia, in 1977 the then Prince Charles was appointed Colonel-in-Chief of the Royal Australian Armoured Corps (RAAC).

His Majesty also holds honorary appointments of Admiral of the Fleet of the Royal Australian Navy and Field Marshal of the Australian Army. During this current visit, His Majesty was appointed by the Governor-General of Australia to the honorary rank of Marshal of the Royal Australian Air Force.

It was reported that these appointments are an important symbol of connection, stability and strength.

The Chief of the Defence Force, Admiral David Johnston AC RAN said in a media release that His Majesty's honorary ranks reflected Australia's close relationship with reigning monarchs: *"The Sovereign serves as an example of service, and His Majesty's appointments are symbolic of the Royal Family's longstanding dedication and relationship with the nation"*.

In 1911, King George V granted the then Commonwealth Naval Forces the new title 'Royal Australian Navy', and the title 'His Majesty's Australian Ship' (HMAS) was authorised for use – to this day, all commissioned Royal Australian Navy vessels and establishments use the title 'HMAS'.

PATRONAGE GARDEN RECEPTION

Wednesday 6 November 2024

The SA/NT Branch, NMBVAA is proud to have Her Excellency the Honourable Frances Adamson AC, Governor of South Australia, as our Branch Patron.

Recently, Her Excellency and Mr Bunten hosted representatives of their patronage organisations at the annual Government House Patronage Garden Party, an event that celebrates the contributions of organisations and initiatives aimed at improving the lives of South Australians. The SA/NT Branch was ably represented by Lieutenant-Colonel John Spencer OAM RFD (ret'd) and Mrs Maxine Spencer. Other members of the Branch were also in attendance, representing other associations with which they are affiliated.



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A NEW BRITISH CAMPAIGN MEDAL 'The Operational Service Medal (Bermuda)'

The crowned effigy of King Charles III wearing the Tudor Crown will appear on a new service medal to be introduced by the United Kingdom.

The Governor of Bermuda, Her Excellency Ms Rena Lalgie, has announced:

As Governor of Bermuda, and Commander in Chief of the Royal Bermuda Regiment, I am pleased to announce that His Majesty The King has approved the award of the first Operational Service Medal (Bermuda) for members of the Royal Bermuda Regiment.

The Operational Service Medal (Bermuda) will be awarded to personnel of the Royal Bermuda Regiment (RBR) who have served from 15 September 1965 and meet the qualifying criteria.

A Tudor crown has been included in the medal's design to symbolise the monarch's central role and inspiration for the armed forces.

The Royal Bermuda Regiment will make public the criteria and how to confirm eligibility in due course.

The Royal Bermuda Regiment is the home defence unit of the British Overseas Territory of Bermuda.

It is a single territorial infantry battalion that was formed on the amalgamation in 1965 of two originally voluntary units – the Bermuda Militia Artillery and the Bermuda Rifles (formerly the Bermuda Volunteer Rifle Corps).

On behalf of the people of Bermuda, Her Excellency The Governor of Bermuda said:

I would like to record our appreciation for the extraordinary service on operational deployments at home and abroad that generations of Royal Bermuda Regiment men and women have given.

You are a credit to our islands.



The reverse of the Operational Service Medal (Bermuda) features at the centre the crest and cap badge of the Royal Bermuda Regiment – the new pattern bearing the Tudor crown of King Charles III. The badge combines elements from those of the Royal Regiment of Artillery, and the old Bermuda Volunteer Rifle Corps.

As Bermuda is a British overseas territory, and defence is the responsibility of the United Kingdom, the Royal Bermuda Regiment is under the control of the Governor and Commander-in-Chief of the island.

The RBR dress uniform is close to the old Royal Artillery pattern, and to the generic No 1 dress uniform used by many British regiments today, being composed of dark blue, almost black, tunic and trousers, with red cuffs and collar added to the tunic. The trousers have a broad red stripe running down the outside of each leg.

On 1 September 2015, Queen Elizabeth II awarded the title 'Royal' to the regiment to mark the 50th anniversary of its formation.

The Royal Bermuda Regiment is currently at 48-hours' Notice-to-Move.

The Royal Bermuda Regiment is mandated to assist the civil authorities in the event of a major disaster (either natural or man-made) befalling the island.

The national disaster response plan focuses primarily on the most likely threat – that of a major hurricane – but the possibility of a tsunami affecting the island cannot be ruled out.

If a state of emergency is declared the Regiment may be granted expanded powers in support of the Bermuda Police Service.



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GENERAL MEETING 18 October 2024

The meeting was chaired by Vice-President Don Cameron.

We received a letter from Chris Selby, who sent her best wishes to all and thanked us all for our kind thoughts and support.

We have sent our best wishes to Ian for a speedy recovery.

Paul included in the Agenda a report on the FESR Memorial. Ian Davenport (national Treasurer) is the Chairman of the FESR Memorial Foundation – see this link for more detail:

www.fesrmemorial.org.au

The Foundation is in negotiations with the Australian War Memorial to progress through to the design phase. The current task is to agree on a Statement of Intent (SOI) which then leads to artists being called on, by the AWM, to submit designs. The Foundation Committee has to agree on the SOI with the AWM before we can progress.

Current discussions revolve around the extension of the coverage period from the end of the FESR (1971) to the end of the Communist Insurgency in Malaysia (1968-1989), and the inclusion of the Australian Rifle Company Butterworth within the initial scope of the FESR Foundation (1955 to 1971), but also beyond to 1989. The AWM is currently reconsidering the SOI and we await their revised document.

As a result of a notice Ian Davenport placed in the August 2024 Vetaffairs newspaper, there has been renewed interest in the Memorial, resulting in a few small donations to the cause which are very much appreciated. The anticipated cost of the memorial is \$500k which will involve a big effort on a Corporate, Government and philanthropic front. This thrust will commence once we have a memorial design to 'sell'. The Branch agreed to begin fund-raising and collection of donations in 2025.

GENERAL MEETING 15 November 2024

The meeting was chaired by President Paul Rosenzweig. Paul presented Don Cameron with a gift in appreciation of his chairing the meeting in his absence. Participants in the 2019 Reunion Visit to Sarawak would appreciate the design on the socks – "Blah Blah Blah".

We sent our best wishes to Ian for a speedy recovery. We also gave our best wishes to a number of other members who are undergoing surgery including Allan Davies, or recuperating including Chris Howard.

The President highlighted that our public liability insurance has been renewed, and the national committee has successfully arranged to change the expiry date to 30 September each year. This means we can provide a copy of our current policy in April or May to organisations being asked to support our Malaya & Borneo Veterans Day commemoration.

Mal advised that he still has stubby holders and scarves in stock – maybe the scarves aren't needed right now, but it would be good to get one before Winter arrives next year. Paul reminded everyone that each scarf comes with a ribbon chart explaining what each ribbon means.

Lawrence announced that the Combined Mess at Torrens Parade Ground will be having a Christmas Lunch on 11 December 2024; bookings are essential.

Vice-President Don Cameron mentioned that Christmas is a busy time and we will all soon gather for our Christmas Lunch, and expressed the hope that we will all be able to continue to gather next year.

The next general meeting will be held at the Maid of Auckland on Friday 21 February 2025.

UPCOMING EVENTS



Friday 25 April 2025: Anzac Day

In accordance with the *Anzac Day Commemoration Act* of 2005 (South Australia), 25 April each year is designated as 'Anzac Day'. We anticipate that we will form up for the March as usual with Group 3 on North Terrace near the Art Gallery.



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MERCHANDISE



MERCHANDISE

Our Malaya & Borneo scarf has proved to be very popular and the first couple of batches sold out very quickly. We now have more stock on hand, so before Winter comes it might be a good time to get one.

They are very high quality, and good value at \$33 each, plus postage if you need it mailed to you.

We now also have stubby coolers available, in the colours of the *Pingat Jasa Malaysia*, available for just \$10 each (see the new design below).

We also have lapel badges, bullion blazer badges and other memorabilia.

Proceeds from the sale of our merchandise go towards our donations to the three schools in the Bau district and the 'Sarawak Defenders Historical Trail'.

Please contact Mal White: malwhite@mail.com



COASTERS

Mal has produced some very fine Malaya & Borneo Veterans Association coasters.

They feature our new crest bearing the Tudor Crown of King Charles III, on a jungle background of dark green – as appears on the General Service Medal, 1918–62 (which may have the clasps 'MALAYA' and/or 'BRUNEI') and the General Service Medal, 1962–07 (which may have the clasps 'BORNEO' and/or 'MALAY PENINSULA'). The crest is flanked by two detailed AIF soldiers in the Rest on Arms Reversed position of respect.

They are very high quality, and good value at \$10 for a box of eight coasters – plus a bonus ninth coaster if you want to remove it from the lid of the box!



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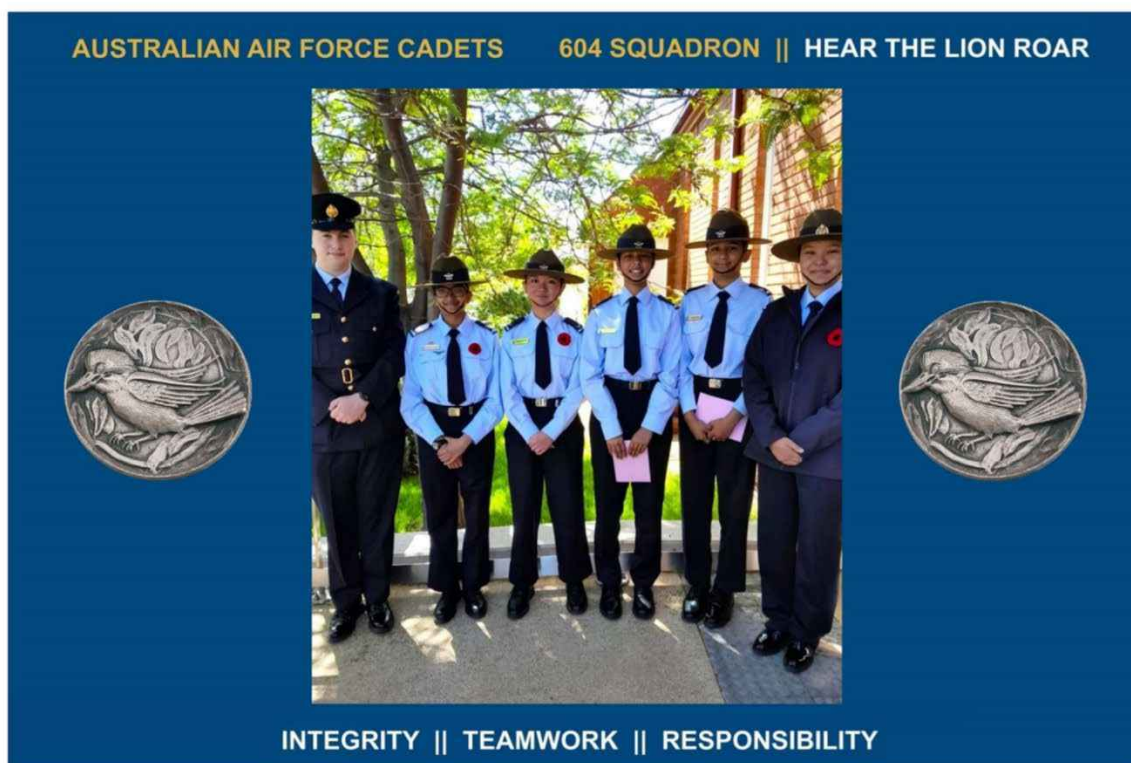
No 604 SQUADRON, AAFC

NATIONAL WAR WIDOWS DAY

Saturday 19 October 2024

Many thanks to the Air Force Cadets and staff from No 604 Squadron who volunteered to support the National War Widows Day Service, held in the Chapel within the Daw Park Repatriation Health Precinct. President Jan Milham and members of the War Widows Association (SA) had seen the performance of the 604 Squadron Cadets at our Malaya & Borneo Veterans Day Service, and were so impressed that they especially asked for their support.

The Cadets offered individual crosses of remembrance for family members to place in tribute to the deceased loved ones. Don and Jenny Cameron remarked: *"Everyone loved the Cadets!"*. WWA(SA) President Jan Milham said of the Cadets: *"What a very nice bunch of young people. They were such an impressive addition to the whole event, lots of good comment from people"*.



FLYIN' LIONS

Several Cadets have recently taken the opportunity of a Pilot Experience (PEX) flight offered by Adelaide Biplanes at Aldinga Airfield.

A PEX flight is an instructional flight under the supervision of a qualified flying instructor.

In a PEX flight, a Cadet can experience the joy of personally controlling an aircraft in flight.



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No 604 SQUADRON, AAFC

REMEMBRANCE DAY Monday 11 November 2024

A reverent Remembrance Day assembly and service was held at Modbury High School, for which No 604 Squadron once again provided an armed Catafalque Party and Honour Guard (see image below). The Catafalque Party carried innocuous .303-inch SMLE rifles representative of the era of the Malayan wars.



Meanwhile, another 604 Squadron ceremonial detachment supported the Remembrance Day service at Endeavour College. Two Cadets from 601 Squadron joined the team, as also did three students at Endeavour College who are AAFC members of No 613 Squadron.

Mr David Thiele, the Endeavour College organiser of the ceremony, said *"I am pleased to note the involvement of three of our students – Seth, Ranbir and Tavish. Thank you for including them. I know the boys regard it as a great honour to be serving in this way"*.



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THE DUKE OF EDINBURGH'S INTERNATIONAL AWARD

In accordance with our philosophy of "Look to the future", the SA/NT Branch will continue in 2025 as a *Friend of the Award*.

The Duke of Edinburgh's International Award is a global framework for non-formal education.

It challenges young people aged 14 to 24 years to find their purpose, passion and place in the world. To become 'World Ready'.

Since it was founded by the late Prince Philip in 1956, over eight million people have participated in the Award in over 130 countries and territories.

The Award was introduced in Australia in 1959, and inspires over 50,000 young Australians each year to undertake Voluntary Service, Skills, Physical Recreation and an Adventurous Journey as part of their Bronze, Silver or Gold Award.

Young people participate in activities over a minimum length of time to qualify for the Bronze, Silver and Gold Awards. Each level is progressively more challenging.

We have some special connections to the Award. Branch Committee member Paul Bayliss completed the prestigious Gold Award of the Duke of Edinburgh's International Award in February 1965 while serving in the British Army.

Paul Rosenzweig is a Level 2 Award Leader: in 2020 he received a Certificate of Recognition for his continued support to award participants despite the restrictions imposed by the COVID-19 Pandemic, and in 2021 he received the Medal of Recognition for Long Service.



We are also proud to have a long-standing affiliation with No 604 Squadron, AAFC which has had an active involvement with the Duke of Edinburgh's International Award, with over 100 Cadets participating in the Award since 2016 – and a total of 87 Awards approved to date.



Paul Bayliss received his Gold Award badge and certificate personally from HRH Prince Philip, Duke of Edinburgh in Singapore in March 1967.



We have once again made a small donation, which will help at least two disadvantaged young South Australians to participate in the Award where they might not otherwise have the opportunity.

Duke of Ed Participants are everyday kids, young offenders, indigenous youth, university students, youth with disabilities and job-entry youth.

These young people are selecting activities and setting personal goals that they would never have dreamt possible

Through this contribution, we are pleased to be playing a small part in the development of emerging South Australian leaders and community members.



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CONTRIBUTED IMAGES AND INFORMATION



Australian War Memorial. Five Air Force Cadets from No 604 Squadron were fortunate enough to join a 6 Wing Visit to Canberra from 4 to 13 October 2024. Cadet Sergeant Aishwarya Srikanth was one of those selected, using this activity to meet the requirements of her Gold Award Residential Project in the Duke of Edinburgh's International Award.

CSGT Srikanth has supported our Malaya & Borneo Veterans Day services at West Torrens in 2023 and 2024.

She kindly provided this photograph of the Roll of Honour at the Australian War Memorial listing the names of the fallen from the post-World War 2 conflicts.



Lieutenant Timothy Lim. Dato Lim Kian Hock OAM has advised us that his grandson Timothy graduated at the end of October as Lieutenant Timothy Lim of the Singapore Army.

Last year, Timothy attended Dato Lim's investiture ceremony at the Australian High Commission in Kuala Lumpur on 22 June 2023 when Dato Lim received the Medal of the Order of Australia (OAM).

Dato Lim is pictured above with his family, including three of his four grand-children. Congratulations Lieutenant Lim!





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BADGE OF THE MONTH

Royal Gurkha Rifles

This is the headdress badge of the Royal Gurkha Rifles (RGR), worn between 1994 and 2023.

The RGR badge comprised two kukris with the blades crossed left over right, cutting edges facing downwards, surmounted by the St Edward's Crown of Queen Elizabeth II. A silver badge was worn on the Kilmarnock, the Gurkha hat and the beret; a black metal badge was worn on the beret in field dress.

The badge is similar to the regimental badge of the former 6th Queen Elizabeth's Own Gurkha Rifles (6GR), although that badge had the kukri blades crossed right over left.



Following a series of defence reviews in the early 1990s, the British Government announced plans to restructure the Army. This coincided with the anticipated handing back of Hong Kong to the People's Republic of China (scheduled for 30 June 1997). The Brigade of Gurkhas was reduced from 8,000 to 3,500 personnel.

On 1 July 1994, the four Gurkha Rifle Regiments (2GR, 6GR, 7GR and 10GR) were disbanded and reformed into one large regiment, The Royal Gurkha Rifles. The RGR initially consisted of three battalions:

> 1st Battalion (1RGR): formed by the amalgamation and renaming of the 1st Battalion, 2nd King Edward VII's Own Gurkha Rifles (2GR) and the 1st Battalion, 6th Queen Elizabeth's Own Gurkha Rifles (6GR).

> 2nd Battalion (2RGR): formed in Brunei by the renaming of the 1st Battalion, 7th Duke of Edinburgh's Own Gurkha Rifles (7GR).

> 3rd Battalion (3RGR): formed from the 1st Battalion, 10th Princess Mary's Own Gurkha Rifles (10GR).

Following the withdrawal of 1RGR from Hong Kong to the UK, the regiment was reduced to two battalions – 3RGR was disbanded in November 1996 and was amalgamated into 2RGR in Brunei.

From August 2006, 1RGR was deployed in Brunei while 2RGR was based in Folkestone. The Regiment continues to provide one battalion on a duty rotation in Brunei: a battalion has been maintained continuously at the request of the Sultan of Brunei since the 1962 Brunei Revolt.

Of other regional significance, from September to December 1999 the 2nd Battalion, Royal Gurkha Rifles deployed two rifle companies from the Brunei garrison to East Timor for service with the International Force East Timor (INTERFET).

The 2RGR deployment included securing the foothills and areas to the south of Dili and occupying Suai in the southwest, as well as securing Ambeno on the north coast of Timor (the Oecussi enclave).

After the accession to the throne by King Charles III on 8 September 2022, new badge designs came to be authorised. The RGR regimental cap badge now bears the Tudor Crown of King Charles III.





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HISTORICAL RECORDS

HELICOPTERS – TRANSPORT OPERATIONS

3rd Battalion, Royal Australian Regiment

Vice-President Don Cameron has provided this copy of a 1964 newspaper article from the time he and his mates featured in the making of a British training film.

Built in 1957-59, Terendak Camp in Malacca was the base for the 28th Commonwealth Infantry Brigade Group. 2RAR was the first Australian battalion to be stationed at Terendak Camp as part of 28 COMWEL Brigade, under the 17th Gurkha Division, between October 1961 and August 1963.

3RAR had first served in Malaya based at Minden Barracks in Penang from September 1957 to 5 October 1959. The battalion returned to Malaya on anti-communist operations from July 1963, based at Terendak Camp.

In 1964 a small team under the command of Sergeant Vince Vella was detached to act as the enemy party for a short film being produced by the RAF and British Army called "Helicopters – Transport Operations". A newspaper article said, "The veteran .303 came out of retirement recently to take part in a British Army training film in Malaysia" (*Australian Army*, Thursday 23 July 1964, page 3).

The 'communist insurgent' force included our own Don Cameron.

During the Indonesian Confrontation with Malaysia, throughout 1965 and 1966 Australian ground troops were assigned to West Brigade which was responsible for conducting security operations in the First Division of Sarawak, Borneo. The main body of 3RAR arrived on 23 March 1965, and the rifle companies were lifted by helicopter direct to their positions to assume responsibility for the Bau sector and 23 kilometres of border.

61207 Sergeant

Vincent Phillip Vella (1934-1965)

On 17 May 1965, Sergeant Vince Vella of 3 Platoon, 'A' Company, 3RAR was killed-in-action in Sarawak, aged 32.

Sergeant Vella was killed by a concealed M2A3 anti-personnel land-mine near the border with Indonesian Kalimantan, whilst leading a reconnaissance patrol from Stass (see next page for details).

Military memorial services were held at Terendak Camp, and in Singapore where he was cremated; his wife from Terendak Camp attended both services, and returned to Australia with her husband's ashes for interment.

Veteran actor

THE veteran .303 came out of retirement recently to take part in a British Army training film in Malaysia.

Behind the sights of two Lee Enfields were two members from 3rd Battalion, The Royal Australian Regiment, who were picked to provide an "insurgent" force for the film.

Several other weapons, including Owen guns, SLRs, a Sten, and a Bren, were used to show the variety of weapons used by Communist bandits.

The film, to be entitled "Helicopters – Transport Operations", will run for about 25 minutes and is being made by a combined RAF-British Army team.

It will show jungle patrols, an attack by bandits, and the emphasis will be on casualty evacuation and resupply of food and ammunition by helicopter.



The 'communist insurgent' force comprised (left to right): Brian Allen, Peter Dooling, Don Cameron, Bob Curry, Lawrie Dean and Ron Beward, with Sergeant Vince Vella at the rear.



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61207 Sergeant Vincent Phillip Vella (1934-1965)**1200029 Private Larry Richard Downes (1945-1965)**

Sergeant Vince Vella and Private Larry Downes of 'A' Company of the 3rd Battalion, Royal Australian Regiment were killed-in-action in the First Division of Sarawak on 17 May 1965.

On 13 February 1965, 3RAR was warned to relieve the 1st Battalion, 7th Duke of Edinburgh's Own Gurkha Rifles (1/7GR) in Sarawak.

Sergeant Vella and Private Downes emplaned in Singapore for Kuching with an advance party on 9 March. The battalion was complete on 23 March, with the rifle companies lifted by helicopter direct to their forward positions.

'A' Company, 3RAR occupied a fortified company patrol base near Kampung Stass from March to June 1965 (company headquarters plus 1, 2 and 3 Platoons). This was the northernmost of the battalion's three forward company positions, located close to the Sarawak-Kalimantan border and covering a major Indonesian infiltration route, the Jagoi Ridge running between Stass and Serikin to the southeast.

Vincent Vella was the Platoon Sergeant of 3 Platoon, and on 17 May 1965 was tasked to command a reconnaissance patrol from the 'A' Company position to the Sarawak-Kalimantan border to investigate a border-crossing point.

Vella, aged 32, and Downes, aged 20, were killed by a concealed anti-personnel land-mine: the explosion of the landmine killed Downes instantly and fatally wounded Vella who was standing behind him.

An Assault Pioneer detachment was choppered out to the explosion site after the incident and cleared the area. They located a number of unexploded jumping jack mines. The Pioneer Sergeant recovered the actual casing of the mine which had killed Vella and Downes: it was a 'jumping jack' land mine, an American World War 2 M2A3 anti-personnel land mine. After holding it for some 50 years, he presented it to Maryborough Military & Colonial Museum in Maryborough, Queensland.

Sergeant Vella and Private Downes are honoured in the Commemorative Area at the Australian War Memorial (panel 3). Sergeant Vella is commemorated in the Victorian Garden of Remembrance within Springvale Botanical Cemetery in Melbourne. Private Downes was originally buried at Ulu Pandan Military Cemetery in Singapore on 21 May 1965, but was later re-interred in Kranji Military Cemetery.

Lest we Forget



Sergeant Vince Vella and Private Larry Downes are honoured on the SA/NT Branch NMBVAA plaque in the Sarawak Heroes Memorial Park in Kuching which was unveiled on 29 August 2016.



Private Larry Downes is buried in Kranji Military Cemetery in Singapore, one of 50 Australian fallen from the Malayan wars – 42 from the Emergency and 8 from Confrontation – who remain buried overseas.



November 2024, Page 14

UPCOMING EVENTS



SA/NT BRANCH CHRISTMAS LUNCH Saturday 7 December 2024

Join us at the Maid of Auckland Hotel for our annual Christmas Lunch. If you haven't done so already, please contact Jenny or Vicki urgently if you wish to attend. Remember there is a cashback bonus for 2024 financial members.

We will have NMBVAA merchandise for sale, and an interesting selection of raffle prizes (just \$2 per ticket). All funds raised through the raffles, and any donations, will go towards our sponsorship of the schools in the Bau district of Sarawak, located in areas where Australian and British forces were deployed during Confrontation.

DECEMBER SET MENU

• Celebrate the Season with Our Festive Feast! •

MAID OF AUCKLAND

3 Course Set Menu \$42

Entrées	Mains
<p>Honey Baked Ham Salad GF DF</p> <p>House glazed ham, served with mixed lettuce, cherry tomatoes, cucumber & onions, drizzled with honey vinaigrette</p>	<p>Roast Turkey GF</p> <p>Juicy sliced turkey served with roast vegetables, steamed greens & gravy with a side of cranberry dipping sauce</p>
<p>Poached Prawn & Calamari GF</p> <p>Marinated in garlic, sea salt & chives with fresh chiffonade iceberg lettuce topped with mango & lime aioli</p>	<p>Salt & Pepper Barramundi</p> <p>Served with garlic & chili baby potatoes & broccolini, topped with tomato, cucumber & lime salsa finished with chive yoghurt.</p>
	<p>Grilled Butternut Pumpkin</p> <p>GF DF V</p> <p>Served with roasted capsicum, rocket, roasted spiced pepitas & sundried tomato pesto, topped with chives, feta & olive oil</p>

Desserts

Christmas Pudding

Served with brandy custard & vanilla bean ice-cream

Mint & White Chocolate Pannacotta GF

Served with milk chocolate sauce, whipped cream & strawberry



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COMMEMORATION



ANZAC DAY Adelaide, 2003 – 2006

On Anzac Day 2004, members of the South Australia Branch of the National Malaya & Borneo Veterans Association Australia Inc participated in the Adelaide Anzac March, with President Brian Selby as contingent commander.

Until 1996, the association of Malaya and Borneo veterans in Australia was affiliated with the National Malaya & Borneo Veterans Association in the United Kingdom (NMBVA).

On 29 February 1996 a national association was established as a Company with Directors, registered with the Australian Securities and Investments Commission (ASIC) under the name "National Malaya and Borneo Veterans Association (Australia) Incorporated" (ABN 74 072 982 793).

The National Headquarters was registered in Queensland, and the first Annual General Meeting was held at the RSL Geebung with Richard H Webber elected as the inaugural National Chairman. In early 1999 Richard Webber stood down due to severe ill health, and Bryce Matthews (NSW Branch President) assumed the role of Chairman (with the association still operating under the 1996 model, as a Company with Directors).

On 9 June 2000, the national body adopted the trading name of "National Malaya and Borneo Veterans Association Australia Incorporated".

From the association's commencement under Richard Webber there were Branches in all States, but it was not until 2001 that an ACT Branch was formed. On the direction of Bryce Matthews, the national association was incorporated in the ACT on 22 November 2001 under the name "Association of Malaya and Borneo Veterans of Australia Incorporated" (Association Number AO3689). The name had to be substantially different from the company name – "NMBVA (Australia) Inc" – registered with ASIC.

Eventually the original "NMBVA (Australia) Inc" could be dissolved (the ABN was cancelled on 10 May 2002, and the entity was deregistered on 26 June 2003). This allowed the national association to gain new incorporation on 10 May 2002, as the "National Malaya and Borneo Veterans Association Australia Incorporated" (ABN 31 340 936 038).

It was under this Banner that members of the South Australia Branch marched in the years from 2003 onwards.

Brian 'Snowy' Selby served as Vice-President of the SA Branch in 2002-03, and as President from 2002 to 2006. It was at this time that the Northern Territory was included, under the umbrella of the SA Branch.

Jim Deering was Treasurer of the SA Branch in 1995-96. Don Cameron was also a founding member of the SA Branch in 1995. He succeeded Jim Deering as Treasurer in 1997, and served until 2005. Don has been Vice-President since the reformation of the SA/NT Branch in 2010.



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MALAYAN EMERGENCY Roll of Honour – December

Honouring the sacrifice of the 45 Australians who died on operational service during the general period of the Malayan Emergency, 16 June 1948 to 31 July 1960.

A51076 Leading Aircraftman Michael Murphy,
No 1 Squadron, Royal Australian Air Force:
3 December 1956

R51381 Cook Alan Campbell Cooper,
D59 HMAS Anzac (II):
25 December 1957

6/143 Sergeant Maurice Ryan,
Royal Australian Army Service Corps
attached to
3rd Battalion, Royal Australian Regiment:
14 December 1958

Lest we Forget



FAR EAST STRATEGIC RESERVE Roll of Honour – December

Honouring the sacrifice of the three Australians who died during service with the British Commonwealth Far East Strategic Reserve in Southeast Asia during the period 1955-1975.

R54324 Chief Petty Officer
(Electrical Artificer Third Class)
Bryon Edward Plint,
HMAS Vampire:
1 December 1961

Lest we Forget

CONFRONTATION Roll of Honour – December

Honouring the sacrifice of the 26 Australians who died during the general period of the Indonesian Confrontation with Malaysia, 24 December 1962 to 11 August 1966.

58702 Sapper Anthony John Colohan,
21 Construction Squadron, RAE:
15 December 1965

Lest we Forget



Sapper Colohan is commemorated on our NMBVAA plaque in the Sarawak Heroes Memorial Park.

6/143 Sergeant Maurice Ryan (1925-1958)

Maurice Ryan was born in Townsville on 21 October 1925. He served in South Korea after the armistice with the Australian Ancillary Unit Korea (17 to 31 January 1955) and the 104th Australian Field Cash Office (31 January to 8 September 1955).

On 14 December 1958, while serving in Malaya with 3RAR, Sergeant Ryan died of wounds (accidentally wounded), aged 33. He was buried in the Taiping (Kamunting Road) Christian Cemetery in Perak, Malaysia where he remains today – one of 42 Australian fallen from the Malayan Emergency who still remain buried overseas.

His name is honoured on panel 2 in the Commemorative Area at the Australian War Memorial.

Lest we Forget





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A51076 Leading Aircraftman Michael Murphy (1919-1956)

Michael Murphy was born in Cork, Ireland on 3 October 1919. He joined the Royal Australian Air Force as an Armament Fitter. He served overseas during the Korea War with No 77 (Fighter) Squadron, RAAF – from 8 May to 1 July 1952, 5 July 1952 to 16 September 1953, and 12 January to 16 April 1954.

He then served with No 1 (Bomber) Squadron, RAAF in Malaya during the Emergency.

No 1 Squadron was re-formed on 23 February 1948 when the former No 12 Squadron was renumbered at RAAF Base Amberley, and was equipped with Lincoln bombers. The squadron trained at Amberley until July 1950, when it moved to the Royal Air Force base at Tengah on Singapore Island. It was assigned to the Far Eastern Air Force.

The squadron remained at Tengah for the next eight years providing the backbone of the heavy bombing campaign in Malaya, with its six Lincolns bombing and strafing Communist Terrorist jungle camps and other targets in support of ground forces.

LAC Murphy died on 3 December 1956 while on active service in a motor vehicle accident ('accident-ground'), aged 37.

Official records show he was buried in Kranji Military Cemetery in Singapore, but it is likely that he was first buried in Ulu Pandan Cemetery established in September 1955.

His remains would have later been exhumed and re-interred in Kranji War Cemetery in northern Singapore. By 1975, all remains had been transferred to Kranji.

His name is honoured in the Commemorative Area at the Australian War Memorial (panel 2).

Lest we Forget



AIR FORCE September 26, 2013

Feature 19

Malaya and Borneo vets honour lost mates

FLASHBACK: 38SQN Sabres line up at Butterworth

CPL Nick Wiseman and
SGT Dave Morley

VETERANS from the Malaya and Borneo conflicts commemorated both campaigns at the War Memorial Gardens in Adelaide on August 31.

The commemoration marked the 47th anniversary of the end of the Indonesian Confrontation with Malaysia and 53rd anniversary of the end of the Malayan Emergency.

The president of the National Malaya and Borneo Veterans' Association of South Australia/Northern Territory, Brian Selby, said more than 200 people attended the commemoration service, during which John Williamson's song *True Blue* played while wreaths were laid.

Australian service personnel deployed as part of the Malayan Emergency from 1948-60 and as part of the Indonesian Confrontation with Malaysia from 1962-1966.

The commemoration this year was the third annual event since the conflicts were recognised with a day of remembrance in 2011.

Mr Selby said the day had a special place in his heart.

ROLL OF HONOUR

The names of the RAAF airmen who died in these conflicts are inscribed on the Roll of Honour at the Australian War Memorial.

Malayan Emergency

- WOFF Heathcote Byron Brown
- LAC William Patrick Duffy
- LAC D. J. Hall
- AG John George Lawson
- PILOTT Gordon John McDonald
- LAC M. Murphy
- FLTLT Dennis St George Greaves Oates
- CPL John Marcus O'Donnell
- LAC Colin John Rowe
- WOFF George Robert Tait

Indonesian Confrontation

- FLGOFF Victor John Cowen



TRUE BLUES: Some of the veterans at the service in Adelaide.



RESPECT: Air Force Cadets perform catalaigue party duties during the service commemorating the Malaya and Borneo conflicts.

Photos: National Malaya and Borneo Veterans' Association

"Vietnam wasn't the only conflict during that era," he said. "A lot of people have no idea we were up there as part of a Commonwealth contingent defending Malaya over two campaigns."

The Malayan Emergency was

declared on June 18, 1948, after three estate managers were murdered by guerrillas of the Malayan Communist Party in Perak, northern Malaya.

During the Emergency there was involvement from 38SQN, 15QN, 35QN, 77SQN and No. 2 Airfield

Construction Squadron. Thirty-nine Australian service personnel were killed but only 15 of these deaths occurred as a result of operations.

During the Indonesian Confrontation, 55QN, 77SQN, 35QN and 77SQN were engaged. Twenty-

three Australian service personnel died, seven on operations.

People interested in helping to plan next year's Malaya and Borneo commemoration can register their details at www.nmbva.org.au

A feature article in the Air Force News dated 26 September 2013 regarding the SA/NT Branch Malaya & Borneo Veterans Day service in the West Torrens War Memorial Gardens on Saturday 31 August 2013.



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R51381 Cook Alan Campbell Cooper (1933-1957)

Alan Cooper was born in Geelong, Victoria on 28 October 1933. He was a Baker living in Bendigo when he enlisted in the Royal Australian Navy for a period of six years on 10 October 1955.

On 7 January 1957, Cooper joined D59 HMAS Anzac (II) as a Cook, and deployed for duty during the Malayan Emergency. Cook Alan Cooper drowned at Singapore Naval Base on 25 December 1957, aged 24.

Bidadari. Cooper was originally buried at Bidadari Cemetery in Singapore.

This cemetery, on the grounds of the former Istana Bidadari, had been accepting burials since 1907; notable burials include Christian soldiers killed during the 1915 Sepoy Mutiny. In 1957, many of the Christian soldiers buried at Bidadari were re-interred at Ulu Pandan.

Ulu Pandan. Ulu Pandan Road had originally traversed a quiet, remote part of Singapore where military bases were the only landmarks. Ulu Pandan Cemetery was established south of the road and began operating in September 1955, for British Servicemen and their families, and military civilians, who died in Singapore.



In 1969, the remains of Cook Alan Cooper were exhumed and re-interred in the Ulu Pandan British Military Cemetery. Headquarters ANZUK Force (Australia, New Zealand, United Kingdom) managed the contracts for grass-cutting and maintenance at Ulu Pandan Cemetery and also Pasir Panjang Cemetery.

As Singaporeans became more affluent in the late-1960s a new form of public housing was created, and there was an increased need for land for development. It was subsequently found necessary to remove the graves of Servicemen and their families from Pasir Panjang and Ulu Pandan cemeteries to make way for urban development.

Pasir Panjang military cemetery was the first to be evacuated, and remains were progressively transferred to Kranji War Cemetery in northern Singapore overlooking the Straits of Johore.

With the withdrawal of British forces in 1971, arrangements were made for Ulu Pandan Cemetery's 1,884 graves of British servicemen and women, and civilians and Gurkhas to be relocated to make way for further urban redevelopment.

Kranji. By 1975, these remains had all been exhumed and re-interred in Kranji Military Cemetery, a substantial non-world war site established adjacent to Kranji War Cemetery.

When Ulu Pandan Cemetery was being closed down, the remains of Cook Alan Cooper were exhumed and re-interred at Kranji Military Cemetery (see image above).

While this cemetery sits beside and within the grounds of Kranji War Cemetery, Cooper's grave is not in a Commonwealth war cemetery.

The name of Cook Alan Cooper is honoured on Panel 2 in the Commemorative Area at the Australian War Memorial (see image right).

Alan Cooper is one of 50 Australian fallen from the Malayan wars (42 from the Emergency and 8 from Confrontation) who still remain buried overseas.

Lest we Forget





December 2024, Page 19

R54324 Chief Petty Officer Bryon Edward Plint (1930-1961)

Three members of the Royal Australian Navy died while serving with the Far East Strategic Reserve between 2 July 1955 and 14 March 1975 – their names are listed on the Rolls of Honour under the title 'Southeast Asia, 1955-1975 (FESR, SEATO)' in the Commemorative Area at the Australian War Memorial (panel 2).

The British Commonwealth Far East Strategic Reserve (BCFESR), more commonly known by its shortened form 'FESR', was formally announced by Prime Minister Robert Menzies in April 1955.

This was not a warfighting formation, but was created in part to deter communist expansion into the region.

Bryon Edward Plint was born in Brisbane on 10 May 1930, the first son of Harold Jennings Plint (aged 23) and Gwendoline Emelda Margaret (née Chatwood, aged 20); his mother died just two years later.

He was married in Albion Baptist Church in Brisbane on 9 January 1954, and had two children.

He was working as a Metalwork Teacher in Ashgrove when he enlisted in the Royal Australian Navy on 16 May 1958 for a period of 9 years. On 16 July 1958 he was made an Acting Electrical Artificer Fourth Class at HMAS *Cerberus*.

In 1960, Chief Petty Officer Plint saw service on HMAS *Tobruk*, made substantive as an Electrical Artificer Fourth Class, and HMAS *Melbourne*.

He then joined the Australian-built Daring-class destroyer HMAS *Vampire* on 3 January 1961, and on 16 July was made Electrical Artificer Third Class.

HMAS *Vampire* was attached to the Far East Strategic Reserve on five occasions, including during Confrontation, and escorted the troop transport HMAS *Sydney* on six transport voyages to South Vietnam.

Chief Petty Officer Plint suffered a heart attack in Hong Kong and died on 1 December 1961, aged 31.

He was buried at sea off Hong Kong on 6 December, and has no known grave.

THE NAVAL ODE

They have no grave but the cruel sea
No flowers lay at their head
A rusting hulk is their tombstone
A'fast on the ocean bed

They shall grow not old,
as we that are left grow old

Age shall not weary them,
nor the years condemn

At the going down of the sun
and in the morning

We will remember them

Lest we forget

The RAN Record of Service Card for Chief Petty Officer Bryon Edward Plint

Memorial notices published by Plint's family in The Courier Mail



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58702 Sapper Anthony John Colohan (1942-1965)

Anthony John Colohan joined Intake 13 of the Army Apprentices School at Balcombe, and graduated as an Electrical Mechanic. During the Indonesian Confrontation with Malaysia, he deployed as a member of the Plant Troop Workshop of 21 Construction Squadron, Royal Australian Engineers, arriving in Jesselton in Sabah, North Borneo on 29 November 1965.

The RAE served in Sabah from mid-1964 until the end of 1966 under Operation "Granite", to construct a 183 km long road between Keningau and Sepulot. Deployed units comprised 1 and 7 Field Squadrons, and 21, 22 and 24 Construction Squadrons – each squadron served for a duration of six months. Four RAE members lost their lives in Sabah during and immediately after Confrontation; two of them were from 21 Construction Squadron.

Sapper Colohan died of wounds (accidental) on 15 December 1965 – by electrocution during camp maintenance at Base Camp 'Pandewan Barracks' at North Pandewan adjacent to the 'Black 107' site.

Sapper Colohan was evacuated by RAF Whirlwind helicopter to Keningau Hospital, Sabah but was pronounced dead on arrival. He was buried with full military honours in Ulu Pandan Military Cemetery in Singapore.

As British forces withdrew, arrangements were made for Ulu Pandan Cemetery's 1,884 graves of British servicemen and women, and civilians and Gurkhas to be relocated to make way for further urban redevelopment.

The remains of Sapper Colohan were exhumed and re-interred at Kranji Military Cemetery.

By 1975, all remains had all been exhumed and re-interred at Kranji.

While this substantial cemetery sits beside and within the grounds of Kranji War Cemetery, it is a non-world war site – it is not a Commonwealth war cemetery.

The name of Sapper Colohan is honoured on Panel 3 in the Commemorative Area at the Australian War Memorial (see image above).

Sapper Colohan is also memorialised in the Kings Park Honour Avenues, NSW Botanic Gardens.

His name is commemorated on a Sarawak black granite memorial tablet listing the Australians who died on operational service during Confrontation, which was dedicated and unveiled by the SA/NT Branch of the National Malaya & Borneo Veterans' Association of Australia in Kuching on 29 August 2016.

Sapper Colohan is one of 50 Australian fallen from the Malayan wars (42 from the Emergency and 8 from Confrontation) who still remain buried overseas.

Lest we Forget



20 CONFIDENTIAL

Nil

21 MEETING CLOSE