



Council Meeting

Notice is hereby given pursuant to the provisions of the Local Government Act, 1999, that the next Meeting of Unley City Council will be held in the Council Chambers, 181 Unley Road Unley on

Monday 24 April 2017 – 7.00pm

for the purpose of considering the items included on the Agenda.

John Devine
Acting Chief Executive Officer

COUNCIL AGENDA

OUR VISION 2033

Our City is recognised for its vibrant community spirit, quality lifestyle choices, diversity, business strength and innovative leadership.

COUNCIL IS COMMITTED TO

- Ethical, open honest behaviours
- Efficient and effective practices
- Building partnerships
- Fostering an empowered, productive culture – “A Culture of Delivery”
- Encouraging innovation – “A Willingness to Experiment and Learn”

ACKNOWLEDGEMENT

We would like to acknowledge this land that we meet on today is the traditional lands for the Kaurna people and that we respect their spiritual relationship with their country.

We also acknowledge the Kaurna people as the custodians of the Adelaide region and that their cultural and heritage beliefs are still as important to the living Kaurna people today.

PRAYER AND SERVICE ACKNOWLEDGEMENT

Almighty God, we humbly beseech Thee to bestow Thy blessing upon this Council. Direct and prosper our deliberations for the advancement of Thy Kingdom and true welfare of the people of this city.

Members will stand in silence in memory of those who have made the Supreme Sacrifice in the service of their country, at sea, on land and in the air.

Lest We Forget.

WELCOME

ORDER OF BUSINESS

ITEM NO

PAGE NO

APOLOGIES

Councillor Boisvert

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Minutes of the Council meeting held on

Monday 27 March 2017
Thursday 30 March 2017
Monday 10 April 2017

Minutes issued separately

DEFERRED / ADJOURNED ITEMS

ITEM NO**PAGE NO****PETITION****DEPUTATIONS**

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| 828 | Mr G Maher Ms D Tipper Mr R Young | 3 |
|-----|---|---|

PRESENTATION

Mayor Lachlan Clyne

REPORTS OF COMMITTEES

To receive and adopt or otherwise the reports and recommendations of the undermentioned Committees

| | | |
|-----|--|-------|
| 829 | Unley Business and Economic Development Committee | 4 – 5 |
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Minutes of the Unley Business and Economic Development Committee meeting – 5 April 2017

Minutes Attached**REPORTS OF OFFICERS**

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| | <ul style="list-style-type: none"> • Councillor Michael Rabbitt • Councillor Bob Schnell | |

MOTIONS OF WHICH NOTICE HAS BEEN GIVEN**MOTIONS WITHOUT NOTICE****UNRESOLVED ITEMS**

847

CONFIDENTIAL ITEMS

Nil

SUGGESTED ITEMS FOR NEXT AGENDA

| | |
|--|--|
| Third quarter Budget Review 2016-17 | |
| Community Grants Program Funding Allocations March 2017 | |
| Section 222 – Draft Business Permits Policy | |
| Notice of Motion Cr Schnell re Leah Street Forestville | Report back to Council on the monitoring of traffic, especially heavy vehicles, volume of traffic and request to DPTI to reduce volume of traffic during road closures on South Road |
| Parking Permits Policy – Business and Residential | |
| Unley Gourmet Gala 2017 Debrief & 2018 Event Endorsement | Information on the outcome of the UGG 2017 event and proposal for 2018 |
| Joint Use Agreements with the Minister for Education for Parkside, Highgate and Black Forest Primary Schools | Renewal of existing Joint Use Agreements with the Minister for Education, for the community use of these three schools in the City of Unley. |
| IWS | |
| Notice of Motion from Councillor Palmer re Lane Cove Style Deliberative Polling | Item 631/16 – Administration prepare a report advising Council on how the Lane Cove style Deliberative Polling could assist Council in achieving the goals of our Community Plan. The report be presented to Council no later than the March Council meeting of 2017. |
| Item 714 – Notice of Motion Cr Smolucha re Shared Zone Nairne Terrace Goodwood | |

NEXT MEETING

Monday 22 May 2017 – 7.00pm

CONFLICT OF INTEREST

| | |
|-------------------------|--|
| TITLE: | CONFLICT OF INTEREST |
| ITEM NUMBER: | 826 |
| DATE OF MEETING: | 24 APRIL 2017 |
| ATTACHMENT: | 1. CONFLICT OF INTEREST DISCLOSURE FORM |

Members to advise if they have any material, actual or perceived conflict of interest in any Items in this Agenda.



CONFLICT OF INTEREST DISCLOSURE FORM

I, _____ have received a
[insert name]

copy of the agenda for the (Ordinary / Special) **Council / Committee / Board**
[delete that which is not applicable]

meeting to be held on _____
[insert date]

I consider that I have a ***material** conflict of interest pursuant to section 73 / ***actual** or ***perceived** conflict of interest pursuant to section 74 *[*delete that which is not applicable]* of the *Local Government Act 1999* ("the LG Act") in relation to the following agenda item:

[insert details]

which is to be discussed by the ***Council / *Committee / *Board** at that meeting.
[delete that which is not applicable]

The nature of my **material** conflict of interest is as follows *[ensure sufficient detail is recorded, including the reasons why you (or a person prescribed in section 73(1) of the LG Act) stands to obtain a benefit or suffer a loss depending on the outcome of the consideration of the matter at the meeting of the Council in relation to the agenda item described above].*

OR

The nature of my **actual** conflict of interest is as follows *[ensure sufficient detail is recorded, including the reasons why the conflict between your interests and the public interest might lead to a decision that is contrary to the public interest in relation to the agenda item described above].*

I intend to deal with my **actual** conflict of interest in the follow transparent and accountable way *[ensure sufficient detail is recorded as to the manner in which you intend to deal with the actual conflict of interest in a transparent and accountable way]*

OR

The nature of my **perceived** conflict of interest is as follows *[ensure sufficient detail is recorded, including the reasons why you consider that an impartial fair-minded person could reasonably consider that you have a perceived conflict of interest in the matter]*

I intend to deal with the **perceived** conflict of interest in the following transparent and accountable way *[ensure sufficient detail is recorded as to the manner in which you intend to deal with the perceived conflict of interest in a transparent and accountable way]*

Signature

Date

CONFIRMATION OF MINUTES

TITLE: CONFIRMATION OF MINUTES FOR COUNCIL MEETINGS
ITEM NUMBER: 827
DATE OF MEETING: 24 APRIL 2017
ATTACHMENTS: NIL

RECOMMENDATION

MOVED:
SECONDED:

That:

1. The minutes of the Council Meetings held on

Monday 27 March 2017
Thursday 30 March 2017
Monday 10 April 2017

as printed and circulated, be taken as read and signed as a correct record.

DEPUTATIONS

| | |
|-------------------------|---------------|
| TITLE: | DEPUTATIONS |
| ITEM NUMBER: | 828 |
| DATE OF MEETING: | 24 APRIL 2017 |
| ATTACHMENTS: | NIL |

1. Mr Gary Maher – Millswood Croquet Club
To speak in support of their request to Council for funding assurance to enable an upgrade of the club's lawns lighting installation. The upgrade is the subject of a Development Application.
 2. Ms Denise Tipper – on behalf of Almond Street Residents
To speak about access, road safety issues, seeking improvements and Council budget considerations (2017-2018).
 3. Mr Robert Young – Chairman Sturt District Cricket Club
To speak regarding the current and long term leasing arrangements of Unley Oval during the summer months / cricket season.
-

REPORT OF COMMITTEE

TITLE: MINUTES OF UNLEY BUSINESS AND
ECONOMIC DEVELOPMENT COMMITTEE –
5 APRIL 2017

ITEM NUMBER: 829

DATE OF MEETING: 24 APRIL 2017

ATTACHMENTS: 1. MINUTES OF MEETING

EXECUTIVE SUMMARY

ITEM 37

ASSOCIATION COORDINATORS' QUARTERLY REPORTS FOR THE PERIOD 1 OCTOBER – 31 DECEMBER 2016

The Committee were comfortable with the report overall but had some further questions regarding the King William Road Traders quarterly report. The Goodwood Road Traders representative provided feedback on how the PLEC project and Goodwood Road streetscape is affecting traders.

ITEM 38

MAINSTREET ASSOCIATION MARKETING FUNDING REQUESTS 2017-18

The Committee had further questions of the King William Road Traders funding request, in particular the Variety on King William event.

The Committee were advised that Council has approved, in principle, the cost of six (6) road closures of King William Road to assist with street activation. The cost of any activation has not been considered.

ITEM 39

PROPOSED MAINSTREET IMPROVEMENT PROGRAM 2017-18

The Committee were advised that Council are keen for this fund to be used for more permanent infrastructure projects and move away from Christmas decorations etc.

Members were happy with this report and as such, the recommendation went through with minimum discussion.

RECOMMENDATION

MOVED:

SECONDED:

That:

1. The minutes of the Unley Business and Economic Development Committee meeting held on Wednesday, 5 April 2017, be received.
2. The recommendations listed under:

Item 37

Association Coordinators Quarterly Reports for the period 1 October – 31 December 2016

Item 38

Mainstreet Association Marketing funding requests 2017-18

Item 39

Proposed Mainstreet Improvement Program 2017-18

inclusive, be adopted.

UNLEY BUSINESS AND ECONOMIC DEVELOPMENT COMMITTEE

Minutes of Meeting

**Held Wednesday, 5 April 2017 commencing at 6.31pm
Council Chambers
181 Unley Road Unley**

MEMBERS PRESENT:

Councillor Anthony Lapidge – Presiding Member
Councillor Don Palmer
Councillor Luke Smolucha
Doug Strain
Alison Snel
Houssam Abiad
Matthew Hassan
James Morris
Susan Straschko
Paula Stacey-Thomas arr. at 6.34pm

OFFICERS PRESENT:

Mr P Tsokas, Chief Executive Officer
Mr D Litchfield, Director Strategic Projects
Ms A Klingberg, Coordinator Economic Development
Ms K Jaensch, Executive Assistant City Development

ACKNOWLEDGMENT:

The Presiding Member welcomed Members to the meeting and opened the meeting with the Acknowledgement.

APOLOGIES:

Mayor Lachlan Clyne – ex Officio
Councillor John Koumi
Anne Young

OBSERVERS:

Councillor Rabbitt

CONFIRMATION OF MINUTES:

MOVED: Councillor Palmer

SECONDED: Doug Strain

That the minutes of the meeting of the Unley Business and Economic Development Committee held on Wednesday, 7 December 2016 as printed and circulated, be taken as read and signed as a correct record.

CARRIED

DEPUTATIONS

Nil.

PRESENTATION:

Nil.

ITEM 36 **CONFLICT OF INTEREST**

Nil.

ITEM 37 **ASSOCIATION COORDINATORS QUARTERLY REPORTS FOR THE PERIOD 1** **OCTOBER – 31 DECEMBER 2016**

SUSPENSION OF MEETING PROCEDURES

The Presiding Member advised that he thought the meeting would benefit from a short term suspension of meeting procedures, up to 30 minutes, to discuss the Association Coordinators reports.

This was agreed with a two thirds majority.

Meeting procedures were suspended at 6.39pm.

Meeting procedures resumed at 6.54pm.

MOVED: Councillor Palmer

SECONDED: Councillor Smolucha

The Committee recommends to Council that:

1. The report be received.
2. The application to amend the King William Road Traders Association Inc.2016-17 Expenditure Plan is supported.

CARRIED

ITEM 38

MAINSTREET ASSOCIATION MARKETING FUNDING REQUESTS 2017-18

SUSPENSION OF MEETING PROCEDURES

The Presiding Member advised that he thought the meeting would benefit from a short term suspension of meeting procedures, up to 30 minutes, to discuss the marketing funding requests.

This was agreed with a two thirds majority.

Meeting procedures were suspended at 6.55pm.

Meeting procedures resumed at 7.15pm.

MOVED: Susan Straschko

SECONDED: Doug Strain

The Committee recommends to Council that:

1. The report be received.
2. A separate rate to raise \$107,700 to be collected from the properties in the category of Commercial (Office), Commercial (Shop) and Commercial (Other) on Unley Road, be considered as part of the Draft Annual Business Plan 2017-18 for community consultation.
3. A separate rate to raise \$144,500 to be collected from the properties in the category of Commercial (Shop) on King William Road between Greenhill Road and Commercial Road, be considered as part of the Draft Annual Business Plan 2017-18 for community consultation.
4. A separate rate to raise \$13,250 to be collected from the properties in the category of Commercial (Office), Commercial (Shop) and Commercial (Other) with addresses along Fullarton Road (between Cross Road and Fisher Street), be considered as part of the Draft Annual Business Plan 2017-18 for community consultation.
5. A separate rate to raise \$51,500 to be collected from the properties in the category of Commercial (Shop), Commercial (Office) and Commercial (Other) on Goodwood Road between Leader Street/Parsons Street and Mitchell Street/Arundel Avenue, be considered as part of the Draft Annual Business Plan 2017-18 for community consultation.

CARRIED

ITEM 39
PROPOSED MAINSTREET IMPROVEMENT PROGRAM 2017-18

SUSPENSION OF MEETING PROCEDURES

The Presiding Member advised that he thought the meeting would benefit from a short term suspension of meeting procedures, up to 30 minutes, to allow for open discussion.

This was agreed with a two thirds majority.

Meeting procedures were suspended at 7.18pm.

Meeting procedures resumed at 7.34pm.

MOVED: Councillor Palmer

SECONDED: Houssam Abiad

The Committee recommends to Council that:

1. The report be received.
2. The Committee recommends to Council the continuation of the Mainstreet Improvement Program of \$130,000 to be considered as part of the Draft Annual Business Plan 2017-18 for community consultation.

CARRIED

CLOSE OF MEETING:

The Presiding Member closed the meeting at 7.35pm.

.....
PRESIDING MEMBER

.....

DECISION REPORT

| | |
|-------------------------|--|
| REPORT TITLE: | VICTORIA STREET/GOODWOOD ROAD JUNCTION –TRAFFIC MANAGEMENT AND STREETSCAPE WORKS |
| ITEM NUMBER: | 830 |
| DATE OF MEETING: | 24 APRIL 2017 |
| AUTHOR: | SATYEN GANDHI |
| JOB TITLE: | TRANSPORT AND TRAFFIC LEAD |

EXECUTIVE SUMMARY

- The purpose of this report is to present to Council the findings of a recent community engagement and traffic study related to the design configuration of the Victoria Street / Goodwood Road junction and to seek endorsement of Council's preferred option to proceed to construction.
- Following the deputation and petition by local residents of Victoria Street (and adjacent streets), Council at its meeting held on 27 February 2017, endorsed that:
 - *Administration defer planned works at the Victoria Street/ Goodwood Road junction until residents in the area adjacent to Victoria Street are consulted on the planned treatments, and Council receive a report on the matter.*
 - *A temporary traffic management treatment, resembling the planned works, be installed at the junction, so that residents get an understanding of the new junction layout.*
 - *Traffic operations at the junction be monitored during the temporary treatment trial.*
 - *Residents in the catchment area of Victoria Street be consulted on the proposed treatment of Victoria Street/ Goodwood Road junction.*
 - *A report on the results of the consultation, and any traffic operational learnings during the trial, be presented to Council at its April 2017 meeting.*
 - *Negotiate any variations caused by this delay with the constructing contractor*
- Administration undertook the installation of temporary treatment, community engagement, traffic surveys, and negotiated with the civil contractor of the project as required above.
- A temporary kerb extension (line markings and pavement bars) was installed at the northern side of Victoria Street intersection with Goodwood Road. This treatment resembled the exit lane narrowing to 3.0 metres as originally proposed in the Goodwood Road streetscape design.
- Council engaged Infraplan (independent Traffic Consultants) to assess the impact of the changes on traffic, particularly traffic delays.
- Surveys were undertaken on two occasions (21 March and 7 April 2017) to assess the impacts on traffic. During the survey period the following key findings were observed;
 - the longest queue was 13 vehicles (am peak) with an average peak hour queue of 4 vehicles;
 - a maximum waiting time of 1 minute (am peak) and 1.30 minutes (pm peak) were observed;

- the longest observed waiting time was 2 minutes for vehicles turning right out at 9.16am (21 March);
- The waiting times include time in the vehicle queue.
- During the survey period, it was only a total of 10 times that vehicles were observed sitting alongside another vehicle waiting to exit Victoria Street.
- The traffic movement efficiency is considered to be acceptable for the functionality of the street and the kerb build outs are unlikely to result in excessive traffic delays.
- Community engagement was undertaken with local residents from and in the vicinity of Victoria Street (Attachment 2 to Item 830/17) between 14 March 2017 to 31 March 2017 inclusive. 807 circulars were delivered and a total of 185 responses were received.
- The majority of those residents who responded to the survey felt that the verge build outs caused a significant delay when exiting Victoria Street and expressed their desire to have the temporary treatment removed and the kerb line on the northern side returned to its original state.
- However, by adding response numbers who supported verge build outs on both sides of the junction to the respondents supporting keeping the southern side verge build out in place, the majority of respondents are also in favour of keeping the newly built verge on the southern side.
- In summary, whilst the traffic consultant deemed the kerb build out to have a marginal delay on traffic, the majority of local residents who have responded to our survey have expressed their desire to keep the northern kerb line as it was while retaining the southern kerb extension.

Attachment 2

RECOMMENDATION

That:

1. The report be received.
 2. Council endorses Option xx as the design configuration of the Victoria Street/ Goodwood Road junction and proceed to construction.
 3. The local residents consulted on the matter be notified of the Council's decision.
-

1. **RELEVANT CORE STRATEGIES/POLICIES**

1.1 Community Plan 2033

- Moving theme objectives – An integrated, accessible and pedestrian-friendly City.
- Emerging theme objectives - A dynamic mix of uses and activities in selected precincts
- Living theme objectives - Activated places

1.2 Active Ageing Strategy

2. **DISCUSSION**

At its meeting held at 27 February 2017, Council endorsed the following:

- *Administration defer planned works at the Victoria Street/ Goodwood Road junction until residents in the area adjacent to Victoria Street are consulted on the planned treatments, and Council receive a report on the matter.*
- *A temporary traffic management treatment, resembling the planned works, be installed at the junction, so that residents get an understanding of the new junction layout.*
- *Traffic operations at the junction be monitored during the temporary treatment trial.*
- *Residents in the catchment area of Victoria Street be consulted on the proposed treatment of Victoria Street/ Goodwood Road junction.*
- *A report on the results of the consultation, and any traffic operational learnings during the trial, be presented to Council at its April 2017 meeting.*
- *Negotiate any variations caused by this delay with the constructing contractor*

All actions requested by Council have been completed. The purpose of this report is to present to Council information on the traffic impacts of the temporary traffic management treatment at the northern corner of Victoria Street and Goodwood Road, along with findings from the community engagement undertaken. The key considerations of this matter are detailed below:

Temporary treatment

Following Council direction, Administration installed a temporary traffic treatment (combination of line markings and pavement bars) as shown in the following photo. The extent of work is similar to the originally planned kerb extension (including reducing exit lane width to 3.0 metres). This was designed to assess the traffic impact/s of the proposed works.



Temporary treatment at Victoria Street

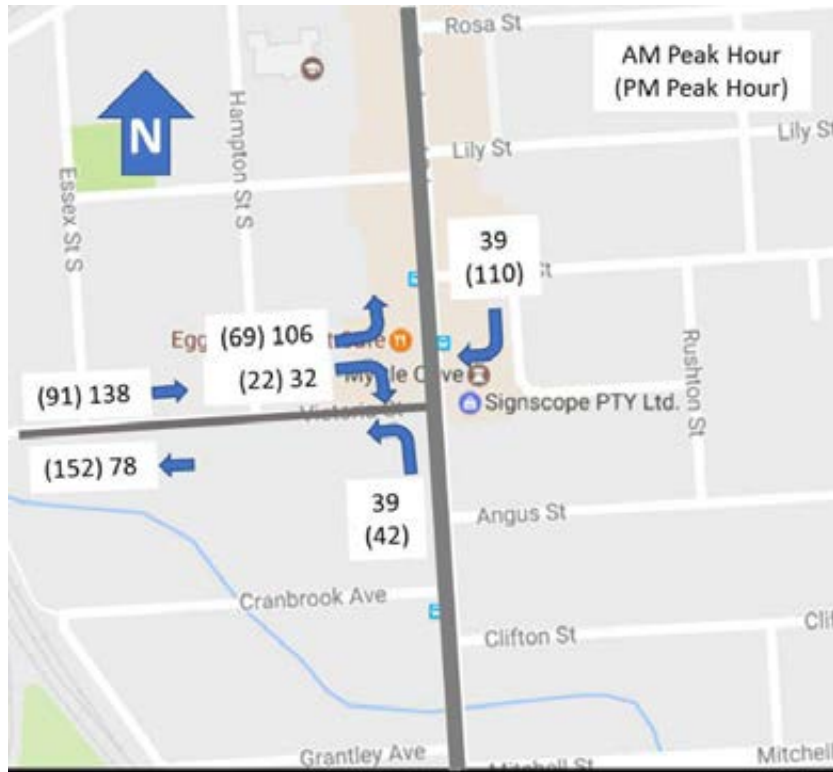
Traffic learnings

Council engaged Infraplan (independent traffic consultants) to undertake a traffic management review of the intersection with the temporary treatment installed. A detailed report on Infraplan's assessment is attached to this report (Attachment 1 to Item 830/17). It is important to note that Goodwood Road streetscape works were in progress and associated temporary traffic management controls were also in place during the site observations. However, it is not believed that they had significant effect on the findings.

Attachment 1

Traffic surveys were undertaken on 21 March 2017, covering an 11 hour period including both am and pm peaks. Key findings and learnings from the temporary traffic treatments are as follows:

- 2,133 vehicles were recorded entering/leaving Victoria Street and 20,336 vehicles travelled along Goodwood Road during the survey period. This is comparable with previously collected traffic data.
- The following map shows the traffic entering and leaving Victoria Street during peak hours:



- The longest queue was 13 vehicles (am peak) with average peak hour queues of 4 vehicles.
- A maximum waiting time of 1 minute (am peak) and 1.13 minutes (pm peak) were observed. The longest waiting time was 2 minutes observed for vehicle turning right out at 9.16am. The waiting times include time in the vehicle queuing.
- During the survey period, vehicles were observed sitting alongside another vehicle waiting to exit Victoria Street a total of 10 times.

Further traffic monitoring was undertaken on 7 April (pm peak hour) and the findings were:

- 110 vehicles exited and 134 vehicles entered Victoria Street during the survey period.
- Out of the 110 exiting vehicles, 82 turned left and 28 turned right on to Goodwood Road.
- Highest traffic queues observed were 5 vehicles (30 metres in length).
- The longest traffic delay was 90 seconds at 5.22 pm.
- There was 1 occasion when vehicles set 'side by side' to exit Victoria Street.

Based on the review of temporary traffic treatment, the proposed junction design is unlikely to result in excessive delays to traffic using Victoria Street, particularly vehicles exiting on to Goodwood Road. Both the waiting times and traffic queues are considered within the acceptable limits for the traffic conditions and functionality of Victoria Street.

It should be noted that Goodwood Road is not part of the State Government's bike direct network and is not a preferred bike route from Council's perspective, as identified in the Unley Walking and Cycling Plan. There are other local alternative routes available which include East Avenue on the west side and Weller and Wood Street on the east side. Consequently, there are no recommendations for bicycle infrastructure at this junction.

Community engagement

Community consultation occurred between 14 and 31 March 2017. The consultation involved the completion of a survey. 807 residents and owners in the catchment area were sent a letter inviting them to participate in the survey. 185 people took part giving a response rate of 23%. Of these:

- 138 completed the survey on-line.
- 21 posted in a hard copy of the survey.
- 7 lodged a survey with the Goodwood Community Centre.
- 5 were completed via a street-side survey on-site.
- 14 people also wrote or sent emails to the Council on the issue.

Responding motorists reported exiting from Victoria Street frequently and at varying times of the day, with almost half of respondents stating that a turn to the left was their usual direction of travel onto Goodwood Road.

The majority of those residents who responded to the survey felt that the verge build outs caused a significant delay when exiting this street and expressed their desire to have the temporary treatment removed and the kerb line on the northern side returned to its original state.

Ease of traffic movement for people wanting to exit from Victoria Street was an issue of high concern. Respondents expressed their views in the survey that the narrowing of Victoria Street restricted traffic movement. Just under half of responding citizens expressed their satisfaction with the concept of retaining the build out currently in existence on the southern side of Victoria Street and not progressing with the proposed treatment on the northern side of the junction. When adding those who supported verge build outs on both sides of the junction to this number, support for keeping the southern verge build out in place rose to 57%.

In reviewing the survey findings for decision making purposes, it is important to note that 79% of residents did not participate in the consultation.

Project considerations and implications

The original northern kerb build out is included in the current scope of the construction contract. Savings due to the reduction of area of footpath paving as a result of not extending the northern kerb line will only be minor, as all of the kerbing, pram ramps and other associated infrastructure will still be required. The stop work order has also incurred a small cost variation which will be absorbed within the project budget.

3. **ANALYSIS OF OPTIONS**

Option 1 –

- Goodwood Road streetscape designs be reconfigured to retain the southern kerb build-out at Victoria Street but return to the original kerb line on the northern side and remove the existing temporary treatment.
- Community consulted on the matter be notified of the Council decision on the matter.

This option is consistent with the response from a majority of the respondents. The temporary treatment will be removed, should Council support this option. There are no adverse contractual implications associated with this option. The design intent to increase the footpath width for pedestrians on the northern side will not be realised.

Option 2 –

- Goodwood Road streetscape project works at the intersection with Victoria Street, as originally designed be endorsed for implementation.
- Community consulted on the matter be notified of the Council decision on the matter.

This option allows the Goodwood streetscape project works to be undertaken as planned. The proposal will result in an enhanced pedestrian environment that is consistent with the rest of Goodwood Road main street. The independent traffic report suggests that the proposed works are not envisaged to significantly impact the traffic using Victoria Street.

The option will however, frustrate those members of the community who participated in the consultation and gave strong feedback against any additional verge build outs.

Option 3 –

- Goodwood Road streetscape designs be modified to reinstate original traffic lanes on both sides of Victoria Street.
- Remove the newly installed kerb build out on the southern side of Victoria Street and remove the temporary treatment installed on the northern side of Victoria Street.
- Community consulted on the matter be notified of the Council decision on the matter.

This option requires both entry and exit traffic lanes at Victoria Street be reinstated to their original width of approximately 4.5 metres each. This option will require removal of the already built kerb extension on the southern side and also require removal of the temporary treatment on the northern side. From a traffic perspective, there are no efficiency improvements with this option over the other options.

4. RECOMMENDED OPTION

There are no recommended options from Council Administration on the matter.

5. POLICY IMPLICATIONS

5.1 *Financial/budget*

There are no budget implications for any option.

5.2 *Legislative/Risk Management*

- There are no foreseeable adverse implications.

5.3 *Staffing/Work Plans*

- The staffing and resourcing has been incorporated into the project plan

5.4 *Environmental/Social/Economic*

- Any option reducing the kerb build outs will have a small reduction on the kerb side activation space. As outlined in the consultant's report, traffic impacts of the proposed works are minimal.

6. REPORT CONSULTATION

Project Manager, Goodwood Road Upgrade Project
Community Engagement Officer

7. ATTACHMENTS

- Infraplan Consultant's Report – Goodwood Road/Victoria Street Junction Assessment
- Community engagement report

8. REPORT AUTHORISERS

| <u>Name</u> | <u>Title</u> |
|--------------------|--------------------------------|
| John Devine | Acting Chief Executive Officer |

27 March 2017

Satyen Gandhi
Manager Transportation and Traffic
City of Unley
181 Unley Road
Unley SA 5061

Subject: Goodwood Road/Victoria Street Junction Assessment

Dear Satyen,

We have completed an assessment of the traffic impact of proposed kerb build-outs at the Victoria Street junction with Goodwood Road. Our understanding, methodology and findings are summarised below.

Background

It is our understanding that the following actions have resulted the request to undertake this assessment:

1. Designs were prepared to improve pedestrian amenity and safety along the high-activity area of Goodwood Road, between Victoria Street and Railway Terrace. The designs included kerb build-outs and smaller radii, that reduce the crossing distance of the side streets and reduce entering traffic speed. *It is noted that this action is in accordance with the principles of Council's Active Ageing Strategy, Community Plan 2033 and Walking and Cycling Plan 2016-21.*
2. Residents raised concerns that the reduced road width of Victoria Street would result in extended waiting time to exit onto Goodwood Road due to cars queuing back along Victoria Street.
3. Council installed a trial of the proposal to observe traffic impacts. The trial is constructed inexpensively from pavement marking and pavement bars (instead of kerbing).
4. Council engaged InfraPlan to undertake a survey and assessment of traffic movement during the trial to ascertain the impacts (herein).

Existing Traffic Conditions and modifications

Given its access across the Seaford rail line, Victoria Street provides the only east-west connection to/from Goodwood Road through this section of residential area (bound by the Glenelg tram line, Seaford rail line and East Avenue). Refer Figure 1.

As per the City of Unley's most recent development plan (consolidated May 5, 2016)

- Victoria Street is classified as a **Local Collector**. Traffic counts in 2014 recorded 2,772 vehicles per day (average) between Essex Street and Hampton Street South.
- Goodwood Road is classified as a **Primary Arterial** carrying approximately 28,100 vehicles per day (2012 traffic counts, source DPTI).

Given the high traffic volumes on Goodwood Road, it can be difficult to find sufficient gaps in the traffic to turn right out of Victoria Street. However, the pedestrian actuated crossing, located on Goodwood Road, 25 metres south of Victoria Street facilitates gaps when activated.

Victoria Street is 2-way, approximately nine metres wide and has on-street parallel parking along its length. The junction at Goodwood Road is controlled by a Stop sign, and a 10 metre long centreline demarcates one entry lane and one exit lane, each approximately 4.5m wide.

It was observed that occasionally, two vehicles wait side-by-side in the 4.5 metre wide exit lane – one turning right and the other turning left. Although this simultaneous movement is possible with small cars, it relies on vehicles positioning themselves to the extreme sides of the lane and very close together, which was not a regular occurrence. It is noted that the width is considered too narrow for two traffic lanes which would generally need to be in the order of 6 metres (2 x 3m wide lanes) to accommodate two cars.

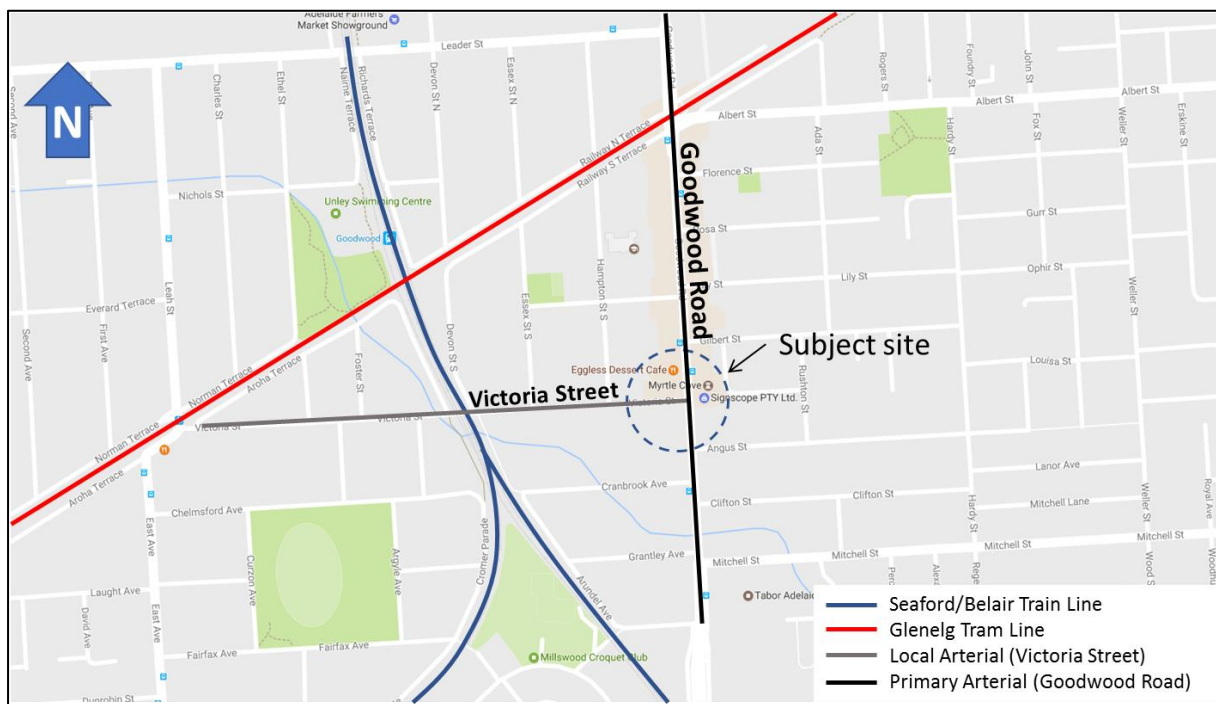


Figure 1: Subject site location and vicinity

Proposed Works

The proposed kerb build-outs on each side of Victoria Street would reduce the street width from nine metres to six metres wide, providing one exiting lane (3m wide) and one entering lane (3m wide). This would strengthen the existing layout of one lane in each direction, resulting in enforcement of the shared right/left turn lane out to Goodwood Road.

Historical Traffic Data

Prior to design approval of the proposed kerb build-outs, an 11-hour turning movement survey was undertaken (by Austraffic) to assess potential traffic impacts and feasibility of the design. The survey was undertaken on September 22, 2015 and is summarised in Table 1.

Table 1: Traffic Count Survey – September 2015

| | Left Turning Traffic | Right Turning Traffic | Total |
|-----------------------------|----------------------|-----------------------|-------|
| AM Peak Hour 7.45-8.45am | 109 | 25 | 134 |
| PM Peak Hour 4.30-5.30pm | 58 | 17 | 75 |

During this survey, queue lengths were observed to be 4-5 vehicles long with the longest observed waiting time of 4 minutes.

A key observation from this survey was that traffic queued from the tram crossing at Railway Terrace beyond Victoria Street, and this traffic allowed gaps to let Victoria Street traffic in.

Other observations during this 2015 survey were:

- vehicles did not have sufficient space to sit side-by-side while exiting onto Goodwood Road
- Traffic on Victoria Street generally came in waves of 3-4 cars (likely due to railway crossing)
- the pedestrian crossing south of Victoria Street helped to create gaps for traffic to exit Victoria Street
- Traffic generally platooning then bunching
- Queue on Goodwood Road occasionally extended to and/or past railway underpass.
- Stop sign at Victoria Street not obeyed when no traffic flow on Goodwood Road

Traffic Survey – March 2017

After the temporary kerb build-out was installed, Matrix Data (independent surveyors) were engaged by us to undertake an 11 hour turning count and observe changes in traffic behaviour (conducted on Tuesday, 21 March). It is noted that on the day of the survey, there were roadworks on the eastern side of Goodwood Road that included a speed limit reduction to 25km/h in this location.

The following was recorded:

- Morning and afternoon peak hour turning movements
- Gap assessment for vehicles turning right out of Victoria Street (on to Goodwood Road)
- Length of vehicle queues back from Goodwood Road (no. of vehicles/metres)
- Number of instances when two vehicles sat side-by-side on Victoria Street, waiting to exit

Turning Counts (peak hours)

The turning movements in the AM and PM peak hours are illustrated in Figure 2.

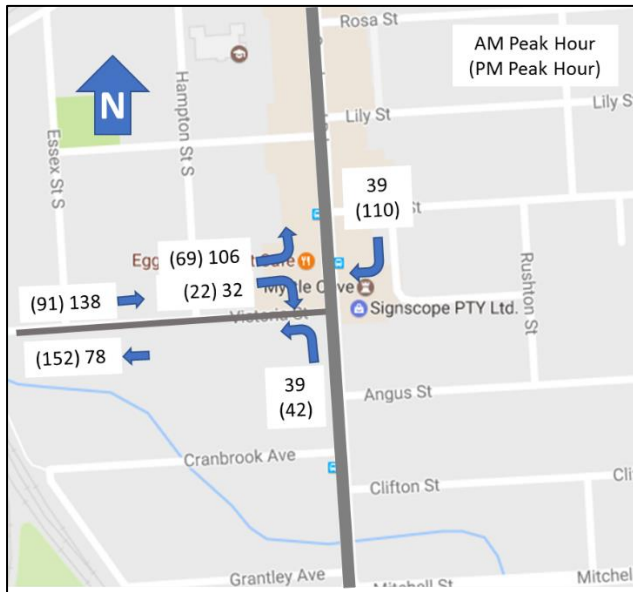


Figure 2: Peak Hour traffic movement summary

A summary of the survey findings are:

- 2133 vehicles were counted on Victoria Street. During the morning peak there were 216 vehicles (138 exiting, 78 entering).
- During the peaks, 32 vehicles (7:30-8:30 AM) and 22 vehicles (5:00-6:00 PM) turned right out of Victoria Street. This represents approximately 25% of exiting traffic turning right and 75% turning left from Victoria Street.
- 20,336 vehicles were counted on Goodwood Road.

From Table 1 (2015 survey results), and Figure 2, there is little change in total traffic using Victoria Street, but right turning traffic increased by 20%. Refer to Figure 3 for survey summary diagram.

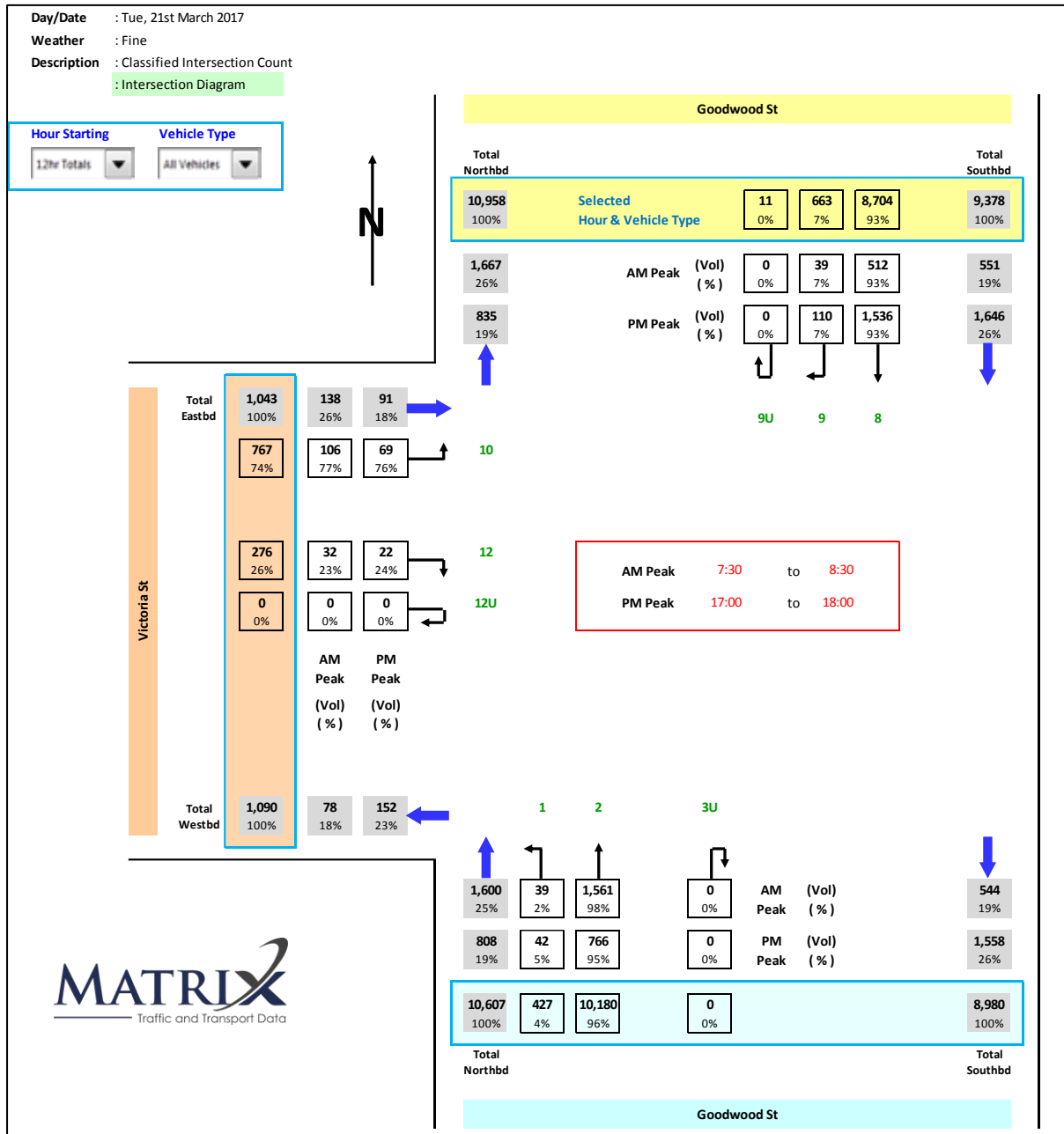


Figure 3: 11-hour turning count summary

Queuing and Gap Assessment

The queue lengths (no. of vehicles, length in metres) on Victoria Street were surveyed in conjunction with the gaps in traffic on Goodwood Road for the following three situations:

1. Nominal gap in Goodwood Road traffic allowing for right/left turns out of Victoria Street
2. Gap in Goodwood Road traffic due to pedestrian signal and/or Tramline signal north of Victoria Street – northbound queue spilling through the subject junction.
3. Gap in Goodwood Road traffic due to pedestrian signal located to the south of Victoria Street

Figure 4 illustrates the average and maximum queues (by number of cars), and key points are as follows:

- During the morning peak hour, the average queue length was 4 vehicles (approximately 24 metres long). A maximum AM peak queue length of 12 vehicles (approximately 72 metres) occurred at 8.21am.
- During the afternoon peak hour, the average queue length was 2 vehicles (approximately 12metres). A maximum PM queue length of 9 vehicles (approximately 54 metres) was observed at 5.36pm.
- The maximum queue length at any time during the survey was 13 vehicles, observed at 8.55am.

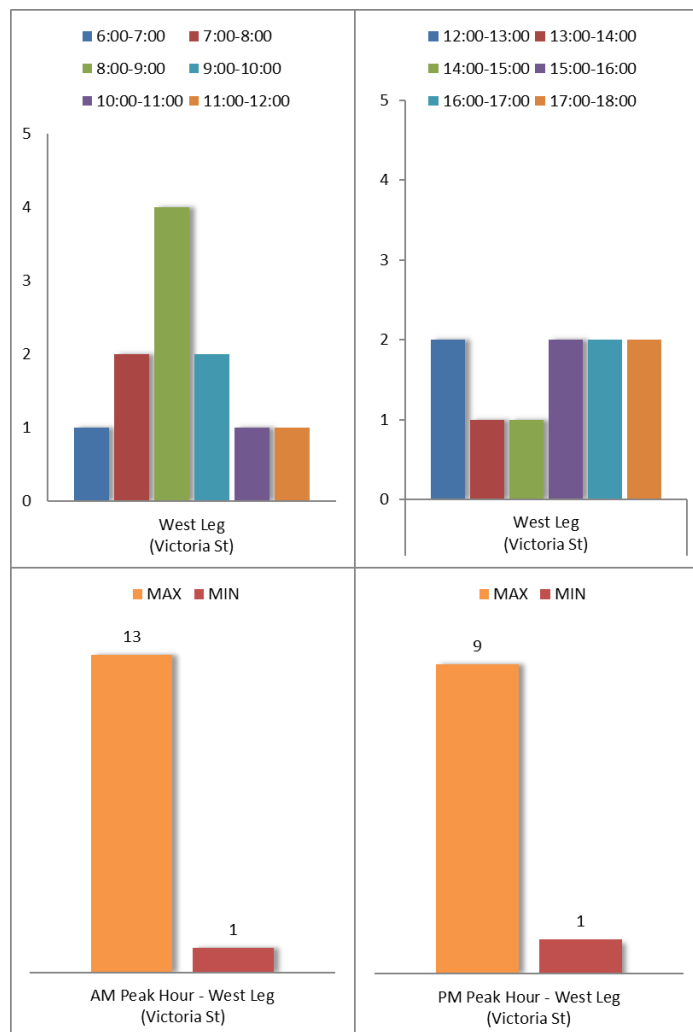


Figure 4: Hourly Average and Peak Hour Maximum Queues

Gap Assessment

The assessment of gaps in the Goodwood Road traffic to allow exiting for right turning vehicles during the peak hours is summarised in Table 2.

Table 2: Gap Assessment

| | Left Turning Traffic | Right Turning Traffic | Gap in Goodwood Road Traffic | Northbound traffic on Goodwood Road queuing up to Victoria Street | Pedestrian Signal to the south of Victoria Street |
|------------------------|----------------------|-----------------------|------------------------------|---|---|
| AM Peak Hour (Max Gap) | 106 | 32 | 11 (73 seconds) | 14 | 7 |
| PM Peak Hour (Max Gap) | 69 | 22 | 4 (117 seconds) | 0 | 18 |

During the morning peak hour, a maximum waiting time of 1 minute was observed for a right turning vehicle. During the afternoon peak hour, a maximum waiting time of 1.13 minute (73 seconds) was observed for a right turning vehicle exiting Victoria Street.

The longest waiting time of 2 minutes (117 seconds) was observed for a right turning vehicle at 9.16am (outside the morning peak hour).

From Table 2, it can be assumed that during peak hours the majority of right turning traffic has difficulty exiting Victoria Street due to continuous traffic movement and lack of sufficient gaps on Goodwood Road. Northbound traffic queuing back to Victoria Street provided opportunities for exiting traffic.

Activation of the pedestrian crossing south of Victoria Street assisted exiting traffic during the afternoon peak hour.

Left turning traffic from Victoria street was able to exit efficiently and merge with northbound Goodwood Road traffic.

It is considered that the observed maximum wait of less than 2 minutes, was not deemed excessive.

Simultaneous right and left turning traffic

It is noted that the temporary traffic control (pavement marking and pavement bars) was not a physical restriction to vehicles, and at times vehicles mounted this flush island. This occurred a total of 10 times, (6 in the AM peak, 1 interpeak and 3 in the PM peak), when a left turning vehicle approached Victoria Street while a right turning vehicle was waiting for a gap in the Goodwood Road traffic.

Conclusion

Based on our assessment of the traffic survey presented above, the following is concluded:

- The longest queue was 13 vehicles (morning peak) and the average morning peak queue was 4 vehicles (24metre), which is considered acceptable.
- Traffic arriving at the junction was in groups of 3-5vehicles - which corresponds to average queue length of 4 vehicles.
- The proposed kerb build-out that reduces the exit lane width from 4.5 metres to 3 metres is not envisaged to significantly impact on traffic exiting from Victoria Street.
- The proposed single lane (shared right/left) operation is not envisaged to result in excessive queuing as observed during traffic survey.
- While on occasion, two exiting vehicles approached Goodwood Road simultaneously, the existing 4.5m traffic lane width is not deemed sufficient for this manoeuvre. This is backed up by the occurrence of only 6 out of 106 left turning vehicles (during the morning peak) sitting alongside a right turning vehicle (less than 5%).

We trust the above provides you with sufficient information to satisfy your request.

Should you have any questions or need clarification on any aspect of this assessment please contact us to discuss further.

Yours sincerely,

A handwritten signature in black ink, appearing to read 'Kingaonkar', written over a horizontal line.

Amol Kingaonkar
Senior Traffic Engineer

COMMUNITY ENGAGEMENT REPORT

Verge widening at the Victoria Street and Goodwood Road junction

Date: 06 April 2017

Background:

The Goodwood Road Streetscape Upgrade is being undertaken to deliver a range of improvements for the Precinct. A key priority is to increase the Precinct's useability and functionality for the community, particularly the elderly and school populations. Enhancing pedestrian environments is seen as a mechanism to achieve this goal. The Goodwood Institute is a performance venue that has from time to time large numbers of patrons in attendance. In reviewing the streetscape in the vicinity of the Institute, streetscape planners believed that modifying the footpath on Victoria Street where it enters Goodwood Road would be beneficial for pedestrian access, safety and also for aesthetic purposes.

The planned modifications involve widening the verges at the junction and as a consequence narrowing the entrance/exit. A number of residents expressed concern at the narrowing of this junction and subsequently presented a petition to Council on 27 February 2017. Their concern relates to a belief that traffic movements would be negatively impacted by the change. As a result, Elected Members moved that:

- *Residents in the catchment area of Victoria Street be consulted on the proposed treatment of the Victoria Street Goodwood Road junction.*

Community consultation activities were undertaken between 14 and 31 March 2017 to determine the extent to which residents were impacted.

Level of engagement:

In determining the most appropriate level of engagement for this activity, the IAP2 spectrum was referenced and 'Consult' was determined to be the most appropriate level.

Community engagement scope:

In scope-

- The impact of increasing the verge at this junction for both motorists and pedestrians

Out of scope-

- The Council will not consider marking the junction with 3 lanes. (1 entry and 2 exit) as was requested by residents on the petition. It has been determined that this would not be best practice as the road is considered too narrow for this treatment.
- Other parking and streetscape discussions

How feedback was obtained

- A letter was sent to over 807 owner / occupiers in the surrounding area advising them of consultation
- On-Line survey via Unley Your Say
- Printed version of the On-Line Survey sent to citizens unable to access the web
- Printed survey also were available from the Goodwood Community Centre
- 'Corner Conversations' took place on 2 occasions to survey pedestrians (28 and 30 March 2017)
- Letter sent to FOCUS President
- Emails sent to Goodwood Road Traders Association representatives
- Citizens also opted to email and write in to Council on the issue

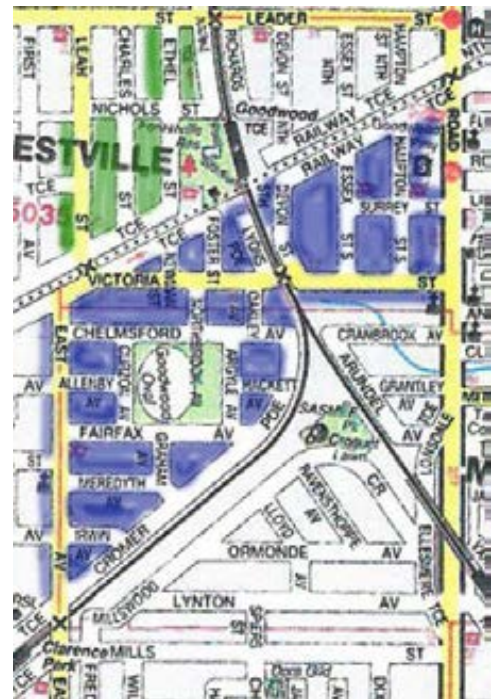
Key stakeholders

Primary stakeholders - Impacted

- Direct householders: those living on Victoria Street
- Indirect householders: those on surrounding streets that may use Victoria St.
- Those on the petition who were not part of the above two groups
- Regular pedestrian in the area
- Ward Councillors

Secondary stakeholder - Interested

- Residents' Group: Focus
- Business operators on Goodwood Road near the junction
- Goodwood Road Traders' Association
- Users of the Goodwood Institute
- St Thomas School



Geographic catchment for the engagement

The areas shown in blue on the map above was identified as the key catchment area for Victoria Street from a vehicle perspective and was the focus of the engagement. 807 residents/occupiers make up this area.

Consultation Findings

Executive Summary

Of the 807 residents and owners invited to participate in the consultation on the Victoria Street verge build outs, 185 people took part giving a response rate of 23%. 27% of all respondents originated from three streets, namely Victoria Street, Cromer Parade and Foster Street.

Responding motorists reported exiting from Victoria Street frequently and at varying times of the day with almost half of people stating that a turn to the left was their usual direction of travel onto Goodwood Road.

The majority of those residents who responded to the survey felt that the verge build outs caused a significant delay when exiting this street and expressed their desire to have the temporary treatment removed and the kerb line on the Northern side returned to its original state.

Car users and pedestrians believed that finding the balance between pedestrian safety and ease of vehicle movement should be the primary focus in street design. Pedestrians using Goodwood Road stated that they currently felt safe when walking in the precinct. Ease of traffic movement for people wanting to exit from Victoria Street was not however, being met for those who responded to the survey. Respondents expressed their concerns in the survey that the narrowing of Victoria Street restricted traffic movement. Just under half (47%) of citizens expressed their satisfaction with the concept of retaining the build out currently in existence on the Southern side of Victoria Street and not progressing with the proposed treatment on the Northern side of the junction. When adding those who supported verge build outs on both side of the junction to this number, support for keeping the Southern verge build out in place rose to 57%.

In reviewing the survey findings for decision making purposes it is important to note that 73% of residents in the catchment area chose not to participate in the consultation. This lack of response could be due to forgetting to take part, disinterest in the issue, absenteeism, or some other reason. Generally those who feel the most passionate about a topic will take the time to have their say.

Overview Survey Results

See Annex A for survey questions and a graphical representation of responses

The survey which was designed to capture community feedback on the Victoria Street junction was completed by a total of 185 citizens. Of these, 138 completed the survey on-line, 21 posted in a hard copy of the survey, 7 lodged a survey with the Goodwood Community Centre, and 5 were completed via a street-side survey on-site. 14 people also wrote or sent emails to the Council on the issue.

Respondents came from across the catchment area. The streets with the highest representation were Victoria Street (14%), Cromer Parade (7%) and Foster Street (6%).

Of those completing the survey, 94 % used the junction as a motorist with 68% using the junction as a pedestrian. Survey respondents were able to identify themselves in both categories.

The frequency of use of this junction was relatively high among surveyed motorists with 87% reporting they used it several times a week or more. When asked in which direction they most frequently turned when exiting, a left turn was reported by almost half (49%) of the respondents, with variable turns being carried out by 41% of motorists.

While 24% of vehicle users stated they used the junction predominantly at peak hour, the majority (65%) said the time of day varied. This result was similar for pedestrians with the majority (63%) using it at variable times. Few people (8%) reported walking on Goodwood Road during peak hour.

Of those motorists surveyed, 65% believed that the installation of the temporary curb build out had significantly increased the delay they experience in exiting from Victoria Street, compared to 4% who reported no increase in delay. Surveyed participants were not asked to state how long they believed their delay to be as responses of this nature are generally overstated and unreliable.

Pedestrians were asked to consider how safe they felt when walking across a Goodwood Road side street. Of those who participated in the survey, 70 % reported feeling safe or extremely safe.

When citizens were asked to consider what should be the primary focus when designing a street, 65% believed the focus should be on striking a balance between space for pedestrians and ease of vehicle movement.

Both motorists and pedestrians were asked to state their level of support for the verge build outs along Goodwood Road. The plan was not supported with 24% of people conveying their disagreement for the concept and a further 50% of people strongly opposing it, thereby giving a total of 74% of respondents who did not support the plan to construct verge build outs in this location. This percentage can be increased further when considering those people who did not complete the survey, but wrote in expressing their general displeasure with verge widening.

Following on from this, respondents were asked to provide their feedback on what they believed should happen at the junction of Victoria Street and Goodwood Road. 16% believed that verge widening on both sides of the junction was appropriate at this intersection. An equal number (16%) had the opposite view believing that both the Northern and Southern verges should be returned to their original pre-treatment state.

Just under half (47%) were satisfied with leaving the verge build out on the Southern side as it is currently and returning the Northern side to its original curb line.

In reviewing what should occur at this intersection respondents also suggested a range of other treatments including moving the pedestrian lights to the Victoria Street junction (9%), preventing right hand turns (5%), and making the junction 2 lanes to exit and 1 lane to enter the street (10%).

The full list of responses to the question of “What should happen at the junction of Victoria Street and Goodwood Rd” can be found in Annex B.

Your Say On-Line Survey Results

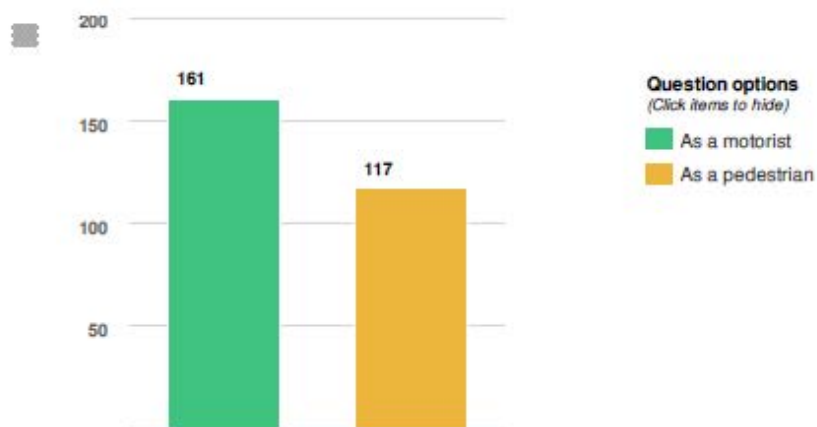
Header Text

ENGAGEMENT TOOL: SURVEY TOOL

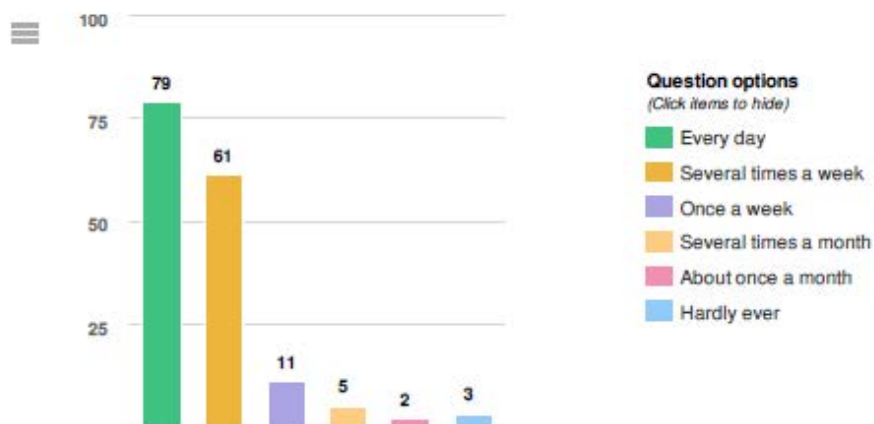
Tool title/name: Verge widening at the Victoria St, Goodwood Rd Junction

| | | | | | |
|----------|--|--------------|--|---------------|-----|
| VISITORS | | CONTRIBUTORS | | CONTRIBUTIONS | 171 |
|----------|--|--------------|--|---------------|-----|

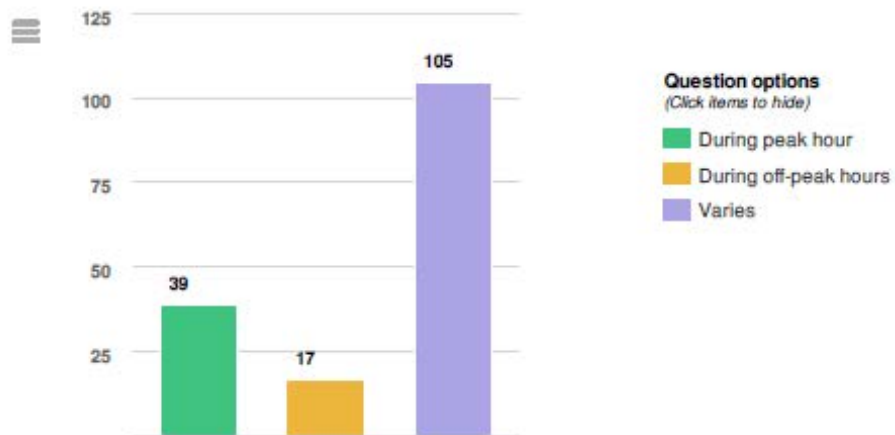
How do you use the Victoria Street, Goodwood Road junction?



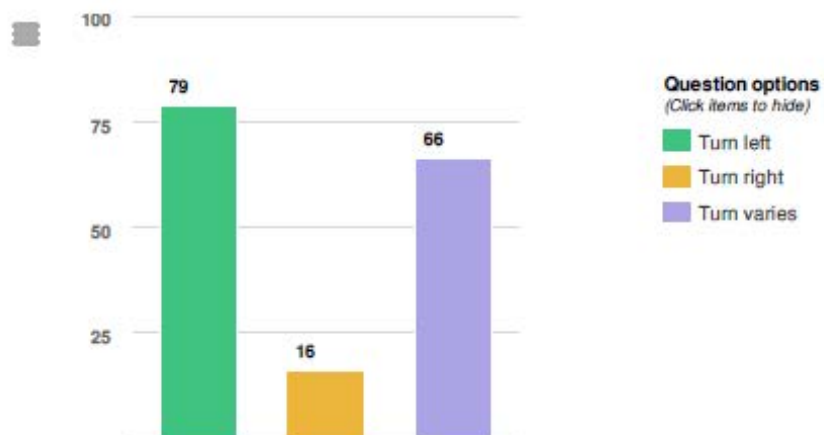
How often do you exit from Victoria Street onto Goodwood Road in a vehicle?



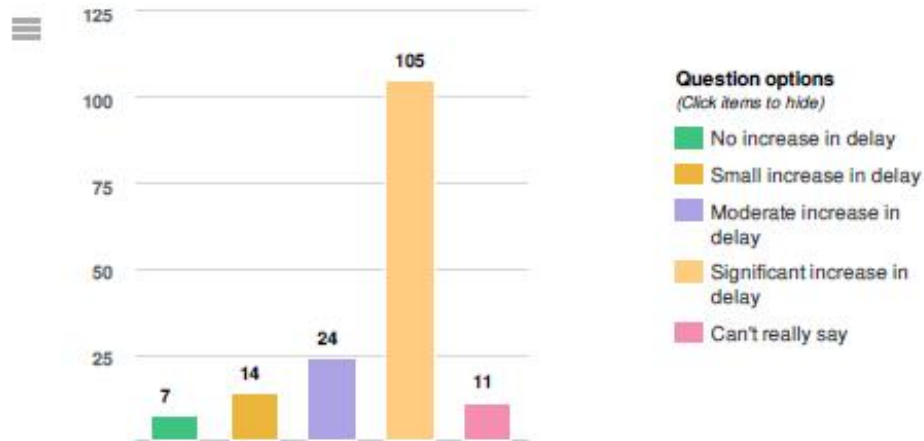
What time of day do you usually exit from Victoria Street onto Goodwood Road?



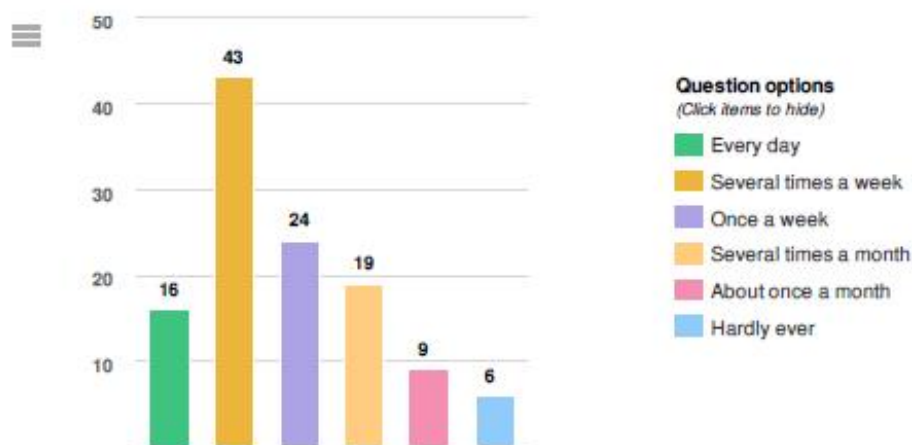
When exiting from Victoria Street onto Goodwood Road in which direction do you usually turn?



Has the recent installation of the verge widening treatment at the Victoria Street junction caused you any noticeable delay when exiting onto Goodwood Rd?

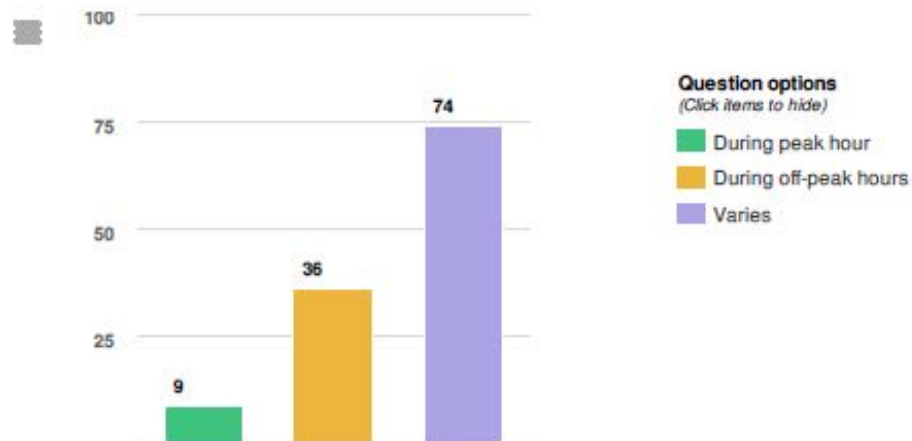


How often do you walk along Goodwood Road in the vicinity of the Goodwood Institute and the Goodwood shopping precinct?

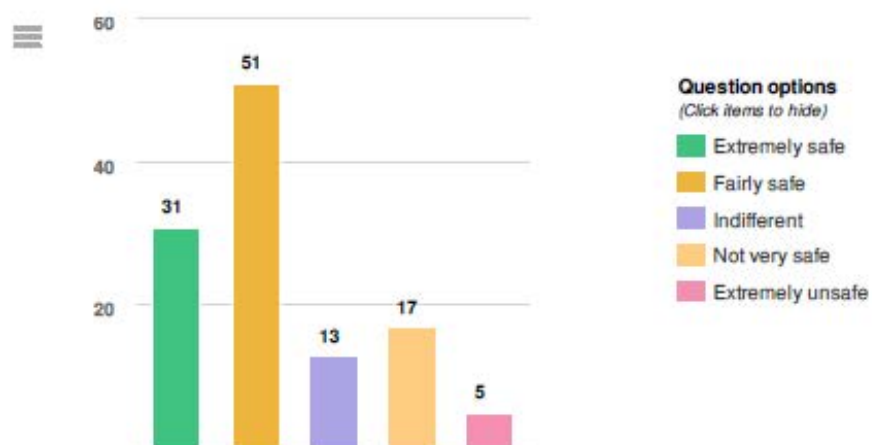


At what time of day do you usually walk along Goodwood Road?

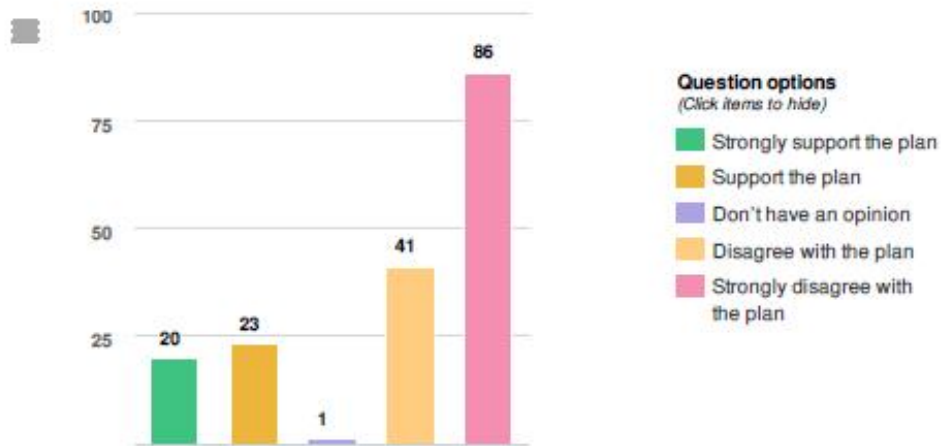
Optional question



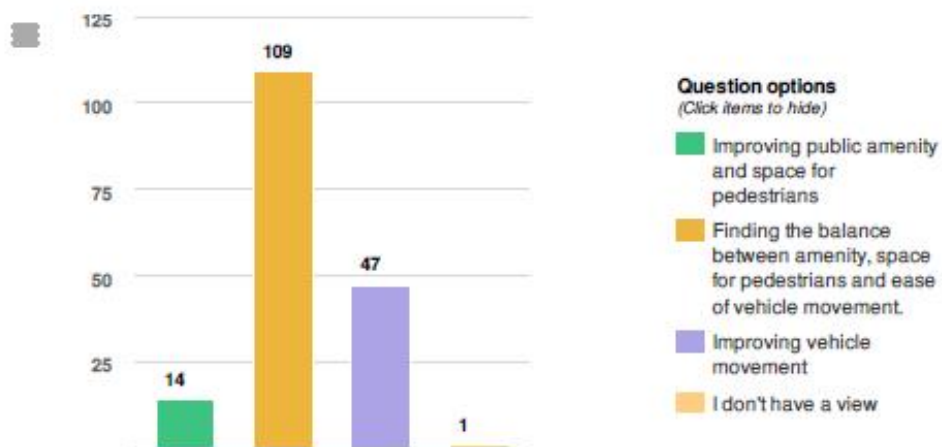
As a pedestrian on Goodwood Road, how safe do you feel when crossing a side street?



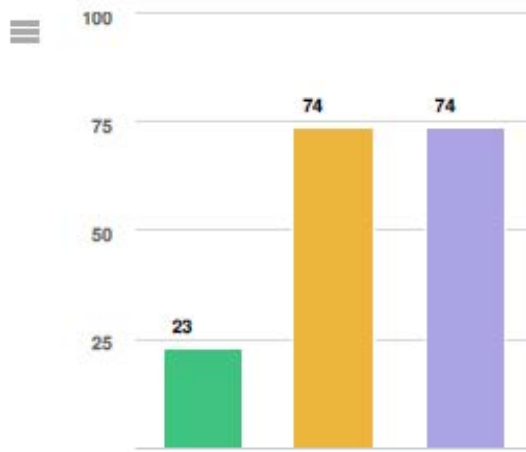
What is your view of the City of Unley's plan to increase the verges and decrease road widths at some road junctions on Goodwood Road?



Which of the following statements do you agree with the most? When designing a street the primary focus should be on:....



What do you think should happen at the junction of Victoria Street and Goodwood Rd?



Question options

(Click items to hide)

- Build the verge widening infrastructure on both sides of the junction as planned
- Retain the widened foot path on the southern side only, returning the northern side to the original kerb line
- Other

Increases to **29** responses when 'other' similar responses are added to this number.

Increases to **86** responses when 'other' similar responses are added to this number.

Free text responses to question 11 of survey

In question 11 of the survey, respondents were asked “*What should happen at the junction of Victoria Street and Goodwood Rd?*”, those respondents who selected ‘Other’ were provided with a free text area in which to articulate what they believed should happen to the junction. 74 people selected ‘Other’. Below are their responses. The responses are verbatim.

During the consultation 13 people contacted the Council via other means to provide input into the discussion. Their comments have been included in this table at the end.

In an effort to gain collectable data from these responses that can be analysed in decision making, the responses have been reviewed and common treatment themes have been pulled out as best can be determined from the respondents comments..

Other

| Survey respondents free text responses | | Common treatment themes identified in the statements | | |
|--|--|--|---|---|
| | | 1 | 2 | 3 |
| 1 | Build a tunnel under Goodwood Rd | Build a tunnel | | |
| 2 | Leave it as it is. There is a new pedestrian crossing which enables pedestrians to safely cross the road nearby. This junction is often congested, especially during peak hour. | Keep southern build out only | | |
| 3 | Victoria St is a thoroughfare between Goodwood Rd and East Terrace. It is already hard enough to turn onto Goodwood Rd, or to turn right onto Victoria St, if a car is already waiting to turn. Also any narrow of Victoria St is very dangerous as I have almost a near miss collision with oncoming cars between the tram line and the train line daily due to parked cars and people not taking their time or hogging the road. Any narrowing will increase this risk and their will be a crash. | Keep southern build out only | | |
| 4 | <p>I have concerns regarding the ability of goodwood rd traffic to safely navigate the turn into Victoria st with widened southern verges.</p> <p>I don't support the northern verge widening as this side should be wide enough for 2 lanes - left and right turn. Both lanes are regularly used, and I use both depending on time of day and traffic to navigate from travel/goodwood school to Unley park (home).</p> <p>As a pedestrian with young children, we cross Victoria St between Goodwood Rd and Hampton St where we feel both we and the vehicles have a better view of each other. Ditto on Mitchell St and some other Eastern Rds.</p> | Keep southern build out only | | |

| | | | | |
|----|---|------------------------------------|--|--|
| 5 | <p>LEAVE IT AS IT IS...you are creating grid lock in this area. It will only take one car to turn right there and you will lock us in here. You have changed the road at Surrey Street already, and that is a disaster....please change that back. I know nobody who is in favour of this footpath widening. Both roads, Surrey & Victoria, are not that wide to cross. Usually I am a big fan of Unley Council, but this time you have gone ahead without asking the local residents, and only after complaints, and half way through the project, you decide to consult....ARE YOU FOR REAL?</p> | Keep southern build out only | | |
| 6 | <p>Don't see the need for a change already the widening at surrey street has caused many traffic problems as cars travelling north on goodwood road cant see what is around the corner and everytime someone turns they almost hit the car waiting there now</p> | Keep southern build out only | | |
| 7 | <p>Leave it alone. Don't change anything. There is no problem now and narrowing the vehicle flow is absolutely ridiculous.</p> | Keep southern build out only | | |
| 8 | <p>Leave as is.</p> | Keep southern build out only | | |
| 9 | <p>leave as is there are 2 pedestrian crossings in close proximity Goodwood Rd is a main thoroughfare.</p> <p>also your question re when designing a street the primary focus..... is dependent on the type of street. each statement is relevant to the purpose of the street. my answer relates to Goodwood rd being a main road.</p> | Keep southern build out only | | |
| 10 | <p>RETAIN THE WIDENED FOOTPATH TO THE SOUTHERN SIDE ONLY AND ENSURE THE NORTHERN SIDE SO THAT A TURN LEFT LANE CAN FIT</p> <p>Hello, Just responding to the letter we received last week re: the junction at Victoria St and Goodwood Rd.</p> <p>While it would look very nice with the planting at the end of the street, as I use the intersection just about daily.....I think losing the opportunity of a turn left lane would be a huge mistake.</p> <p>The stoby pole has been moved and so I think this is a great chance to make a very much needed TURN LEFT LANE.</p> <p>Please take my concerns into your consideration.</p> <p>Hoping to hear from you!</p> | Keep southern build out only | and Make 2 lane exit and 1 lane entrance | |
| 11 | <p>Leave it as is. When vehicles turn right onto goodwood road from Victoria st if they don't sit in the middle it can take a long time to be able to turn left if sitting behind them. If you build up the verge then you must make it no right turn onto goodwood road</p> | Keep southern build out only | or no right turn if verge is built | |

| | | | | |
|----|---|--|---|--|
| 12 | <p>I would be in favour of verge widening infrastructure on both sides of the junction only if there was "No Right Turn" from Victoria St. Otherwise the footpath should only be widened on the south side.</p> <p>Also, I strongly believe there should be "No Parking" on Goodwood Rd through the Goodwood precinct.</p> | Keep southern build out only | or no right turn if verge is built | |
| 13 | <p>Make the eastbound traffic on Victoria into two lanes with line markings so drivers that are unfamiliar with the intersection can see that two cars can easily fit. Also KEEP CLEAR lines on Goodwood road so traffic can exit safely instead of becoming gridlocked. Any further narrowing of that intersection makes it less safe to turn off of Goodwood road southbound into Victoria.</p> | Make 2 lane exit and 1 lane entrance | | |
| 14 | <p>make the exit wide enough for drivers to either turn right onto goodwood or turn left, both able to occur at the same time.</p> | Make 2 lane exit and 1 lane entrance | | |
| 15 | <p>I believe there should be three lanes, 1 to exit from Victoria street left onto Goodwood rd., 1 to exit from Victoria street right onto Goodwood rd. and 1 to enter Victoria street. this way the vehicles the road was designed and built for have the best flow of traffic decreasing congestion. as it stood too many people with no consideration for other road users come to rest in the middle of this section (to turn onto Goodwood rd.) and after they have been there for a while they indicate right and then all traffic flowing out of Victoria street is stopped until they can turn right.</p> | Make 2 lane exit and 1 lane entrance | | |
| 16 | <p>Leave the road wide enough for vehicles to turn out left and right on Victoria street as that is the safest street from the others. The others have streets opposite them which would cause accidents.</p> <p>The foot paths can be updated but the road needs to be wide enough for vehicles to turn out either way as good wood road is a popular main road decreasing the size will be the beginnings of major delays and accidents from frustrated motorists.</p> <p>Another point is that area of goodwood road is not popular with pedestrians as it's not the main shopping precinct.</p> | Make 2 lane exit and 1 lane entrance | | |
| 17 | <p>Victoria Street should be widened to create 3 lanes. This would enable vehicles to turn left to travel north on Goodwood Road, enable vehicles to turn right to travel south on Goodwood Road without impeding vehicles turning left and finally it would create one lane to enable vehicles to enter Victoria Street from Goodwood Road to travel west.</p> <p>The current proposal to narrow Victoria Street is ridiculous and will create major traffic bottlenecks as Victoria Street is a main thoroughfare between Leah Street, East Avenue and Goodwood Road. It is quite clear that whoever designed and drafted the proposal does not live or drive regularly on Victoria Street.</p> | Make 2 lane exit and 1 lane entrance | | |

| | | | | |
|----|--|---|--|--|
| 18 | <p>Goodwood Rd, has always had a large amount of traffic, this will only add to congestion. We have endured the last five years of just about being landlocked at times, it is a nightmare. I never turn right from Victoria St as I believe it is too dangerous and the pedestrian lights should have been incorporated with a right hand turn light at Victoria St/Goodwood Rd. We rarely shop at Goodwood anymore as it is just too difficult to get there, unless it is a small purchase. I really feel for the traders in this precinct. This idea is madness & to narrow the road to one lane - ridiculous, this will only keep business away, where is anybody going to park (after clearway finished)for heavens sake. Unfortunately motorists do not really have an alternate route that is any better. We need people to come here, don't drive them away.</p> <p>Some of the questions that I have answered are done so, before we continually had streets blocked off, I avoid it at all costs now & drive a few extra kilometres, drive to Daw Park Foodland & it's far easier than Goodwood Road, am in the process of finding another hairdresser as well.</p> <p>It is not just us that live close to Goodwood Rd, we have friends in Everard Park that run a small business from home & have a PO box at Goodwood, they now only collect their mail once a week and do a very limited shopping at Goodwood, which they used to do regularly when they collected their mail daily.</p> | <p>Move pedestrian lights to Victoria Street</p> | | |
| 19 | <p>Move the pedestrian traffic lights to Victoria Street. The exit is dangerous especially in peak hour traffic when you have to 'floor' the car to turn right onto Goodwood rd. Victoria street should also have a pedestrian crossing for all the families and children crossing the road in the mornings and afternoons. They take great risks in running across the road. At the very least, the northern verge widening should not happen because cars form two lanes at the intersection to compensate for the occasional car turning right. Thanks</p> | <p>Move pedestrian lights to Victoria Street</p> | | |
| 20 | <p>You put the crossing lights in the wrong place, you should have put it on Victoria for ease and traffic flow from and into Victoria and for the safety pf pedestrians. To leave Victoria and cross over to goodwood is just about impossible and to shorten the width of the exit route by putting verges in place would take up the too much space, At least now cars turning right and turning left can be at intersection at same time which moves traffic flow, otherwise you have banked up traffic waiting for one car to turn left onto goodwood.</p> | <p>Move pedestrian lights to Victoria Street</p> | | |
| 21 | <p>Move the pedestrian lights north and put traffic lights at this intersection. I understand that the council and State government would have to liaise but it would kill two birds with one stone and solve the so called problem of older pedestrians having difficulty crossing Victoria street.</p> <p>This is one of the few exits for people like me onto Goodwood road short of using Leader street or East avenue</p> | <p>Move pedestrian lights to Victoria Street</p> | | |

| | | | | |
|----|---|--|--|--|
| 22 | Move pedestrian crossing to the intersection and install traffic lights to allow safer movement of pedestrians and vehicles before there are fatal accidents. | Move pedestrian lights to Victoria Street | | |
| 23 | Traffic lights need to be shifted slightly from St Georges to the Victoria Street Corner with Goodwood Road. Traffic light at the Victoria Street intersection would make the intersection much safer for pedestrians and motorists, would reduce delays for both and would stop traffic long enough for the elderly to cross safely. Turning right from Goodwood Road into Victoria Street is difficult and causes significant delays for Goodwood motorists. an arrow would greatly improve safety for residents. A resident in our street also fels traffic lights at the corner would alleviate car accidents like the one they were involved in. | Move pedestrian lights to Victoria Street | | |
| 24 | Move traffic lights to this intersection. Narrowing a major arterial road that is already frequently block by a railway is very short sighted. Survey difficult to locate on line. | Move pedestrian lights to Victoria Street | | |
| 25 | 1. as the alterations appear to have already commenced, I find this public consultation an insult 2. If the intent is to widen the footpath an one or both sides, is it also the intent to prohibit right hand turns? 3. if this is junction is such a problem, why not then move the pedestrian crossing from just south, and place traffic lights at the intersection instead? "kills" two birds with one stone | Move pedestrian lights to Victoria Street | No right turn | |
| 26 | make the exit from Victoria st to goodwood rd a double lane exit, one for left and one for right. If this is not able to be done and it is decided that the road will be restricted to a single lane I would suggest a set of traffic lights be placed at the intersection to assist in flow of traffic out of Victoria street. | Move pedestrian lights to Victoria Street | or Make 2 lane exit and 1 lane entrance | |
| 27 | Widen the roadway to facilitate two lanes on the northern side of Victoria Avenue with one lane for left turns and one for right turns. The right turning vehicles will often delay vehicles turning left. Prior to the verge widening vehicles would often form two lanes to facilitate ease of movement. I would encourage that for traffic flow, considering that Victoria Avenue is a significant traffic passage. A better alternative, albeit more costly, would be to remove the pedestrian crossing on Goodwood road that is north of Victoria Avenue and install lights with pedestrian crossing at the intersection of Victoria Avenue and Goodwood Road. | Move pedestrian lights to Victoria Street | or Make 2 lane exit and 1 lane entrance | |

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| 28 | <p>Widen as planned and; 1) add traffic lights (bring current pedestrian lights down to meet Victoria St) OR 2) add 'no right turn' from Victoria St to Goodwood Road OR 3) make Goodwood Road one lane (like King William Road) and widen footpath even more. This should deter city bound traffic and alleviate delays turning out of Victoria Street.</p> | Move pedestrian lights to Victoria Street | or No right turn | |
| 29 | The corner of Goodwood Road and Victoria Street should be a left hand turn only. With the current verge you can't turn left even if someone is blocking the road to turn right. It is increasing congestion and not a good solution at all. | No right turn during peak hour | | |
| 30 | No right turn in peak hour | No right turn during peak hour | | |
| 31 | At present (with the new barriers placed on the road to act as an island the road now only allows for 1 car to turn at a time - if a vehicle is turning right the hold up is significant because the car turning right must give way to the traffic in both directions (peak hour) which is very slow due to the large volume of vehicles heading in to the city. It would be logical to make this a NO-Right Turn from 8.00-9.00am week days! | No right turn during peak hour | | |
| 32 | Victoria St is a main interconnector and local railway crossing road. Reducing the entry and exit pathways at Goodwood Rd particularly as roadside parking in this area is not permitted (which is a good thing) has increased motorist frustration and disruption to ease of turning out and into Victoria St which unfortunately increases risk to pedestrians. | Not happy but no clear statement | | |
| 33 | This intersection is access for a main suburban thoroughfare given the railway line and tram line. There is no parking on this street near this intersection and large vehicles often need the room for safe turning. Since the narrowing i have noticed traffic is redirecting to other side streets which have access to schools, kindergardens, day care centres which i believe is less safe. Traffic exiting Victoria street and turning right in peak times now hinders traffic turning left and banks traffic up. | Not happy but no clear statement | | |
| 34 | I am a senior citizen I believe this verge widening plan has no merit. It will likely result in vehicle collisions due to the choke point forcing vehicles together. This narrowing of the roadway is unsafe and misguided. | Not happy but no clear statement | | |
| 35 | Goodwood rd is our main rd to everywhere. It is madness to restrict access for cars from Victoria st. the traffic flow is very heavy. Already if you get an inconsiderate driver who takes up all the space it is infuriating. Not this street please. | Not happy but no clear statement | | |

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| 36 | <p>As both a pedestrian and a driver who lives in the area and uses the Victoria Street/Goodwood Road intersection I have a lot of concerns about the narrowing of Victoria Street. From a pedestrian's perspective, it is hard to cross there as cars turning right from Goodwood road into Victoria Street tend to turn quickly even if you are half way across the road, especially if the traffic is busy. I have had to take evasive action more than once even though when I first started to cross there was no car waiting to turn. I am able to do this, there are a number of elderly people in the area who are less able to do this and are therefore even more at risk. It is likely that this will be exacerbated if there are permanent structures in place as drivers turning (especially larger vehicles) will be more likely to worry about getting through the gap and missing the "structures" (especially if a car is waiting on the other side) than whether a pedestrian is crossing. In these circumstances I would be very reluctant to even cross at Victoria Street, meaning that it would reduce my access as a pedestrian rather than increasing it as is your stated goal. From a driver's perspective, it is already hard enough to turn there without avoiding more permanent curbing and footpaths etc.</p> <p>Already, if there is a truck there for instance, I have observed that it is not easy to get through. I hate to think what making this narrowing permanent and putting in more obstacles will do. Victoria street carries a lot of traffic – even more now that the intersection at Goodwood Road and Hampton street has been narrowed. I think that this work would increase the hazards at the intersection for both pedestrians and drivers. I believe that money would be better spent on a controlled pedestrian crossing on the corner of Victoria Street and Goodwood Road to add certainty for both pedestrians and motorists. I do not believe that these works at this intersection is the answer.</p> | Not happy but no clear statement | | |
| 37 | <p>Right turning vehicles from Victoria street (and other streets joining Goodwood Road) experience long delays before being able to safely make the turn. If it is not possible to pass these vehicles in order to make a left turn onto Goodwood road, unnecessary tail backs and considerable frustration will be caused to affected drivers. This frustration is unlikely to result in pedestrian friendly behaviour by affected drivers.</p> | Not happy but no clear statement | | |
| 38 | <p>As Victoria Street is a thoroughfare I don't believe this corner should be narrowed. Other corners with less traffic will look beautiful.</p> | Not happy but no clear statement | | |
| 39 | <p>I have lived in Essex St South for about 20 years. The use of the area for short cuts for commuters has increased. The 4hr parking and impediments to traffic flow seriously disadvantages local residents while it is a minor problem for commuters transversing the area. I am not a traffic planner but the stated aim to improve pedestrian flow is nonsense. Please consider other options to reduce through traffic. IE high volume without disadvantaging local residents.</p> | Not happy but no clear statement | | |

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| 40 | Leave it as it was | Return both sides to original kerb line | | |
| 41 | Return to how it was before | Return both sides to original kerb line | | |
| 42 | Return to what it was!!!! Goodwood Rd is a horrible road to get onto - I avoid it like the plague, it really does not need any other impediments. I use the area as a pedestrian and motorist - I feel quite comfortable as a pedestrian with the status quo, and I definitely don't want any more impediments as a motorist!! | Return both sides to original kerb line | | |
| 43 | <p>I strongly disagree with road narrowing measures for two reasons:</p> <ol style="list-style-type: none"> 1) It forces oncoming traffic travelling in different directions closer together, which is both dangerous and inconvenient when one of the two cars has to randomly decide to give way to the other, which is a lottery. 2) It makes it harder for cyclists who have to ride out much further into the centre of the road to get past the narrow section, again bringing them dangerously closer to traffic in either direction. <ol style="list-style-type: none"> 2) We already have established road rules which state that motorists must give way to pedestrians, so why the need to give further protections to pedestrians at the expense of endangering motorists? | Return both sides to original kerb line | | |
| 44 | <p>Victoria Street / Goodwood Road Intersection should be left as it was. We had no / nil / zero consultation about the corners of Railway Tce alongside the tramline and Surrey Street by the pharmacy, and now the only street with decent access to Goodwood Road, being Victoria Street, is going to be fouled up. The same but opposite access issue applies when trying to return home and one needs to do a RH turn into Surrey or Victoria arises - try doing the RH turn when someone else is trying to enter Goodwood Road - the end result is an enclave that can't be accessed. One of the streets needs to remain practical & serviceable and Victoria Street is the obvious one. If anyone thinks cars are disappearing any time soon, to be replaced by a modern, travel all over Adelaide and its hinterland, available all hours, public transport system, then think again.</p> | Return both sides to original kerb line | | |

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| 45 | <p>Remove new extended footpath on southern side - makes a left turn into Victoria very difficult especially if a large vehicle or vehicles in the northern lane of Victoria high risk of collision</p> <p>Do NOT extend footpath that will extend into Victoria from the northern side - allow space for both left & right turning traffic into Goodwood. The intersection previously allowed for traffic approaching Goodwood road to turn both left & right - this has never caused any problems. Please note, pedestrian use is very low in this area of Goodwood Rd.</p> <p>If council serious about perceived pedestrian movement, move the pedestrian lights and have Goodwood/Victoria intersection as a controlled intersection allowing for safe passage for both pedestrians and vehicles in all directions.</p> | Return both sides to original kerb line | | |
| 46 | <p>Remove new extended footpath on southern side - new vegetation on southern side impedes vision of approaching traffic.</p> <p>Do NOT extend footpath that will extend into Victoria from the northern side - allow space for both left & right turning traffic into Goodwood. The intersection previously allowed for traffic approaching Goodwood road to turn both left & right - this has never caused any problem in the past. This intersection if the primary exit for residents living in the triangle defined by the train & tram lines.</p> <p>Please note, pedestrian use is very low in this area of Goodwood Rd.</p> <p>If council serious about perceived pedestrian movement, move the pedestrian lights and have Goodwood/Victoria intersection as a controlled intersection allowing for safe passage for both pedestrians and vehicles in all directions.</p> | Return both sides to original kerb line | | |
| 47 | <p>The road was quite fine as it was. The supposed temporary measures were suddenly changed overnight on Wednesday night 16/3 when concrete bumps were installed without any consultation. Consequently on Thursday morning going to work there was a pile up of 8 cars at this intersection! If cars turn right everyone is now backed up whereas before cars could turn left. Quite a problem for regular road users and locals. I don't quite understand the problem with pedestrians crossing there I have lived in the area for 14 years and there has never been an issue drivers will often stop for pedestrians and let them pass. But I suspect as with many previous supposed consultations these views will probably go unheard and the council will do as it please.</p> | Return both sides to original kerb line | | |

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| 48 | <p>1). Take out that Stainless steel Bollard on the southern corner of the intersection, a small truck going towards the city on the western side of Goodwood Rd, can not make the turning circle radius. There are rubber makings on the Pram ramp already (i.e. vehicles have already been mounting them).</p> <p>2). Make the Victoria St Entry statement Wider on the southern side.</p> <p>3). Put the Pram ramps further down Victoria Street & have a Ped refuge set back about 50m from the intersection. That way pedestrians can cross & traffic can stack up & move easily.</p> <p>4). Look at the "big Picture" & engineer solutions for the stormwater! There are No catchpits within 100m of that intersection except for Gilbert st opposite the Capri Theate! & this is why Victoria St East of the rail crossing floods (exactly what happened on the 14th Sept 2016).</p> | Return both sides to original kerb line | | |
| 49 | <p>I think the southern and northern sides should be returned to the original kerb line on Victoria St. You have been manipulative by not having an option to return the southern side to the original kerb line, in this question. This is a main entry point into Goodwood Road and the wider the roadway the safer entry and exit will be for traffic flowing in all directions, and hence safer for pedestrians. Since you widened the southern kerb you have made it more dangerous for traffic turning into Victoria St, particularly turning from the South. I think you should widen the Victoria St junction to its widest possible width so that two lanes can exit safely, and one lane enter safely.</p> <p>I also think that you should create the footpaths so that they dip down nicely for pedestrians crossing Victoria St at this junction.</p> <p>The pedestrian traffic at this part of the precinct is much less than down near the shops and primary school. I am frustrated that you have also narrowed the Surrey St Junction with Goodwood Road. Totally unnecessary, as it was already narrow enough to be safe for pedestrians but wide enough for busy times in the traffic for people to be able to turn right and left at the same time. Now there will be a build up in heavy traffic, frustration for drivers and people are likely to take more risks.</p> <p>I am a local resident who loves the Good wood Road precinct but I also commute from this area and Victoria St and Goodwood Rd Junction is hugely important in being able to get out of the area. Have you ever tried to leave the area going the other direction? Trying to turn right in peak hour across the tram line as you leave Victoria St. It is a nightmare, and people take risks and have to push into the flow of traffic.</p> <p>Please do not turn the Victoria St Goodwood Rd Junction into a nightmare as well.</p> <p>I am really unhappy about this and will take further action if you do not listen to us as residents.</p> <p>I want the southern Kerb returned to its original line.</p> <p>The road and footpaths fixed up, double lanes marked or simply enough space available for two lanes on the exiting side, and a single lane marked on the southern entry side.</p> <p>Please listen and take our views seriously.</p> <p>(Name Removed)</p> | Return both sides to original kerb line | | |

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| 50 | Return to original road width, indicate clearly the correct position for vehicles turning right onto Goodwood Road ie close to the centre allowing others to turn left; possibly erect small barrier/signs on the footpath corners to remind pedestrians to take care and to highlight their presence to motorists, (similar to Kennilworth Rd/Wattle St intersection) | Return both sides to original kerb line | | |
| 51 | Change it back to how it was with no widening of the footpath. This is a very busy area and I rarely see people walking along this side of the street. Enhance the eastern sidewalk area if needed. | Return both sides to original kerb line | | |
| 52 | Remove verge widening infrastructure from both southern and northern sides of the junction. | Return both sides to original kerb line | | |
| 53 | Return both kerbs to the original kerb line. Victoria Street is an important road for vehicle movement from adjacent suburbs. As a pedestrian I prefer to use the quieter side streets to approach shops on Goodwood Road. If this project is about improving amenities for pedestrians, why wasn't the existing pedestrian crossing close to Victoria Street relocated north opposite Goodwood Institute? | Return both sides to original kerb line | | |
| 54 | Leave the street how it was. Victoria Street has become much more dangerous already with the southern side "upgrade". Eg Large trucks like your "waste rubbish vehicles" can not turn into Victoria Street NOW from Goodwood Road when driving north without cutting over the curb and the centre white line . Please do not continue with works on the north side of Victoria Street junction. Try riding a motor bike or push bike at the planned junction upgrades and you will put your life at greater risk than ever before . Right hand turns at Surrey St "has" and Victoria St "will" become extremely dangerous with the narrowing of the roads.Note: Surrey St has been narrowed and it is now a very dangerous junction. I fear a serious or fatal accident will happen because of the narrowing of this road. Don't let the narrowing of the Victoria Street junction proceed. Please use some common sense. Thankyou. | Return both sides to original kerb line | | |
| 55 | Return the northern side to the original kerb line. And Return the southern side to the original kerb line.Victoria Street is a major street. Trucks enter and leave it. There must be room for vehicles to enter and leave it - requires the full width of the road. It is safer for persons crossing Victoria st on foot to do so 200 meters or more west of the goodwood road corner. Yes they must be safe. I think they are. Isn't it madness to narrow roadways exactly at their busiest point? What is a roadway for? | Return both sides to original kerb line | | |

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| 56 | <p>I actually don't agree with widening the footpath at any of these streets that lead in to the busy part of Goodwood Road. It is being down with contempt for the fact that Goodwood Rd is a major transport mover for the whole of Adelaide. Unless you want to rearrange the whole of the transport network to accommodate a 'boutique' shopping strip, neither verge should be extended.</p> <p>Traffic coming off Goodwood Rd is desperate to pick a gap in oncoming traffic and therefore they do not modify speed to negotiate corners safely.</p> <p>Crossing the street gap at intersections requires greater skill from motorists. Solution is to reduce Goodwood Road 50k zone to a 40 k and police with signage that indicates to motorists the speed they are travelling education rather than penalty. Street beautification needs to be a lot more innovative. Be a leader not a follower.</p> | Return both sides to original kerb line | | |
| 57 | <p>The footpath width should remain as it was. Reducing the width will cause congestion and traffic build up for vehicles, narrowing roads in any instance creates significant safety issues for cyclists also as riders have to move into the traffic flow. An example being the pedestrian refuges on East Ave. While increasing pedestrian safety these have created safety issues for cyclists as described. Victoria Street is not that wide that it needs to be reduced to assist pedestrian safety.</p> | Return both sides to original kerb line | | |
| 58 | <p>Remove the verge widening on both sides and make room for both left and right turning motorists. Pedestrians should be encouraged to use the lights to cross Goodwood Road. There is little foot traffic between Victoria and Surrey Streets on the western side during the day. Maybe seriously look at putting the lights at this T junction</p> | Return both sides to original kerb line | | |
| 59 | <p>No it sucks very much you should leave it like it was and save money</p> | Return both sides to original kerb line | | |
| 60 | <p>Remove the widened section - this should not have occurred.</p> <p>The widening of the footpath actually makes the intersection more dangerous for both pedestrians and motorists. Having such a thin section of road, causes vehicles to pass too closely to each other and the footpath where people are standing to cross. As Goodwood rd is quite busy,; as a motorist, you need to find gaps in traffic carefully and quickly turn out or into victoria st. By widening the footpath, it is now difficult to make prompt turns safely and we predict that cars will now collide and potential to clip pedestrians at the crossing. Also, previous to the widening, it was possible to have cars turning left and right onto goodwood rd. This made traffic flow faster and lessened aggravation. Now with the path widening, a vehicle turning right can cause huge delays in cars behind turning left. Vehicles should be allowed to turn right as there is very limited potential on goodwood rd to turn right. But this should not hold up left turning vehicles.</p> <p>Ideally the road should be returned to original and put clear turn right and left lanes. Having the wider footpath has no benefit to pedestrians whatsoever and actually causes safety concerns.</p> | Return both sides to original kerb line | | |

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| 61 | <p>Please reinstate the road to the original width (ie rebuild the south side back to original line - an option that should have been included in the survey - the cost would be a small compensation for undertaking this plan without directly consulting residents in the first place), paint road lines in proportions of approximately 2/3 exit lane and 1/3 inbound lane to facilitate how road is already used - ie space for a left and right turning car exiting onto Goodwood road, and room for one to turn in. Put 'keep clear' markings on Goodwood Rd at this intersection to facilitate right hand turns when traffic is built up in peak hour. By all means raise crossing to also facilitate pedestrians crossing, and if room allows have some landscaping. There is already 'good will' at this crossing - it just needs to be facilitated. Restricting this lane will increase the build up of traffic back on Victoria Street in peak hours, and also will increase the number of left hand turns with people then immediately turning right into a newly narrowed Gilbert street and will increase the traffic in that area. Or worse, some right hand turners may feel pressured by vehicle queued behind them to take a risk in turning right and there will be an increase in crashes (the statistics for which I have already obtained from DPTI for the years 2010-2015 ... 2016 not yet available). Any increase in accidents rates at this intersection would be directly attributable to the actions of the Council in narrowing the road. The narrowing on the right hand side is already causing issues for some vehicles turning into Victoria St - as is evident by the tyre marks on the new guttering.</p> <p>I am also intrigued by the research of how this intersection is used. All the explanations are for making it safer for pedestrians, but all the statistics relate to car use. It is mentioned that the traffic data shows Victoria St carries 2772 vehicles daily, but there is no mention of how many pedestrians cross that intersection. (If council really believed in creating better access for pedestrians in the neighbourhood, then why did it not argue harder and insist that a footpath be maintained on both sides of Victoria Street when the new train crossing was built?). This area of Goodwood Rd is not as busy for pedestrian traffic as it is further north at the shops/primary school area. It is important to make safe places for pedestrians, but it is also important that this Victoria St exit facilitates egress from the area for residents. Due to the combination of the tram and train lines this is one of only 2 exits from the area for residents of Victoria Street and many of its feeder streets - especially Foster & Newman Streets, Aroha Tce, and Lyons Pde. The other is the exit onto East Ave/Leah street which is even more congested and difficult. Further more the research deliberately has misrepresented and ignored how the road is already used in saying it is only one lane out and one lane in - it conveniently does not comment that 2 vehicles frequently are able to be exiting onto Goodwood, and that in the time taken for one vehicle to make a right hand turn often 4-5 vehicles are able to make a left hand turn. The western end of Arthur St in Unley is a precedent for how Victoria Street could be marked - Arthur St is even narrower than Victoria Street (even after the narrowing of the southern side) and has lane markings that allows for a parked vehicle and a lane of traffic east bound and a single lane west bound.</p> | <p>Return both sides to original kerb line</p> | <p>and Make 2 lane exit and 1 lane entrance</p> | |
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| | <p>There is a petition of 77 names asking for the road to be kept wide - those names were collected in a very short period of time. There were only 3 people who answered the door knock who chose not to sign - 1 person said they would do their own research, another who said they agreed with the petition but didn't sign as they felt it may jeopardise their employment, and only 1 person thought that the narrowing would be alright. (many people were not at home when visited) Most of those 77 signatures were of Victoria St residents. To proceed with these works would be incredibly arrogant and disrespectful of the council towards the ratepayers on the western side of Goodwood Road. As above - please keep this street wide - lets make sure the development in this area is positive and increases our amenity and does not increase driver frustration nor impede our lifestyle (Name removed)</p> | | | |
| 62 | <p>Traffic becomes so congested at the entry to Goodwood Rd that I now avoid the intersection. Hence my lack of response to the impact the changes have brought about. When it's peak traffic time, turn left or don't go there. And if someone is turning right, lets hope they leave room for the left turning cars. Many drivers forget to pull to the right. The verge should be returned to the original kerb line on the northern side at minimum - then mark the lane into 2 lanes to separate left & right turning vehicles. I avoid right turns here, but many do not, & they often block left turning traffic so cars back up. The widening will make this a permanent problem for us who live here. I will watch what the council does here. Living on Victoria Street is becoming very difficult and the council seems to think that making the place pretty will help. We have large bikes painted on the street as we are also a bike lane. We are also a parking lot for the tram users. A once wide road is now often reduced to one way traffic, and access to and from Goodwood Rd is about to be even further challenged? More petitions may follow.</p> | <p>Return both sides to original kerb line</p> | <p>and make 2 lane exit and 1 lane entrance</p> | |
| 63 | <p>I think there should be 2 lanes for exiting Victoria street, one for turning left and one for turning right. One lane entering is fine.</p> <p>If this is not possible "Retain the widened foot path on the southern side only, returning the northern side to the original kerb line"</p> | <p>Return both sides to original kerb line</p> | <p>and make 2 lane exit and 1 lane entrance</p> | |
| 64 | <p>Return Victoria Street to original width and mark as 2 lanes at cnr, one turning right and one turning left to avoid hold up to the many left turning vehicles for the sake of the odd 1 turning right. You could possibly put a sign or small barrier to advise pedestrians to take care when crossing intersection. Another option could be to install traffic lights and remove existing pedestrian lights just south of this intersection.</p> | <p>Return both sides to original kerb line</p> | <p>Make 2 lane exit and 1 lane entrance</p> | <p>Move pedestrian lights to Victoria Street</p> |

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| 65 | <p>Victoria Street is different to the other side streets to its north because it handles the additional traffic which utilises the railway crossing. It should be treated differently. Any changes should be aimed at improving the egress of vehicles from Victoria Street. Egress from Victoria Street will best be facilitated by keeping the roadway as wide as possible. (ie no verge widening on either the north or the Southern side). This would allow both left and right turning vehicles to access Goodwood Road simultaneously.) If the safety of pedestrians using the western footpath on Goodwood Road is an issue. Consideration should be given to installing lights.</p> | <p>Return both sides to original kerb line</p> | <p>Move pedestrian lights to Victoria Street</p> | |
| 66 | <p>Return the northern side to the original kerb line and possibly paint lane lines at the corner to ensure right hand turning vehicles stay to the right allowing room for vehicles to turn left. Another idea is to install lights however if this was done the existing pedestrian lights immediately south of the intersection would need to be removed as no longer required. Lights at intersection would address both safe pedestrian crossing and enable all turning vehicles to do so in a safe and timely manner.</p> | <p>Return both sides to original kerb line</p> | <p>Make 2 lane exit and 1 lane entrance</p> | <p>Move pedestrian lights to Victoria Street</p> |
| 67 | <p>If right turns are permitted, then there should be enough space for 2 lanes of traffic leaving Victoria Street. Either (1) Return the northern side to original kerb line, or (2) Change the pedestrian lights a little to the south to be traffic lights on the Victoria St/Goodwood Rd intersection. THIS IS THE PREFERRED SOLUTION AS THE LIGHTS WERE ORIGINALLY INSTALLED IN THE WRONG POSITION, IMPEDING THE FLOW FROM VICTORIA STREET TO GOODWOOD RD AND WITHOUT HELPING PEDESTRIANS CROSSING VICTORIA STREET.</p> | <p>Return both sides to original kerb line</p> | <p>Make 2 lane exit and 1 lane entrance</p> | <p>Move pedestrian lights to Victoria Street</p> |
| 68 | <p>I support the verge being widened, and don't object to this being done on both sides of Victoria Street. I have witnessed near-misses with pedestrians crossing here, particularly with cars turning right into Victoria St from Goodwood Rd. However, signage and/or additional road marking is urgently needed to prevent cars that are exiting Victoria St from attempting to form two lanes (one for cars turning left, one for cars turning right) - even with one side of the verge widened this blocks the road for cars and bicycles attempting to enter Victoria St from Goodwood Rd. Please ensure that there is room for bicycles both entering and exiting Victoria St - road marking may be needed.</p> | <p>Support verge widening</p> | | |
| 69 | <p>Focus should be on Right turning traffic into Goodwood Road from Victoria Street, Left turning not as much of a problem. Problematic for larger vehicles entering and exiting also. Supposed widening of the verge will cause some congestion but be safer for all. Pedestrian crossing (southern side) offers some relief at peak school times. Above option "Build the verge widening infrastructure on both sides of the junction as planned" is probably the best solution at present. Wait and see it in practice.</p> | <p>Support verge widening</p> | | |

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| 70 | I support a wider verge for pedestrian safety however it is VERY frustrating to now sit behind one car wanting to turn right onto Goodwood rd with a row of people stuck wanting to turn left. Especially in peak hour in morning. | Support verge widening | | |
| 71 | Happy with the proposed plan but only if turning right onto Goodwood rd is banned during peak times - it would cause too many delays for left hand turners. | Support verge widening | if No Right Turn | |
| 72 | <p>Unless the Council proposes to put a NO RIGHT HAND TURN at end of Victoria Street - I totally disagree with the proposal. Since the installation of the bumps on Nth side I have had to sit behind motorists turning right on several occasions when I could easily have turned left if the bumps were not there.</p> <p>I would also like to add that I have almost had an accident on numerous occasions leaving my driveway cos of tram users parking their cars alongside NO 69. They completely block vision of what is coming down street. Propose a mirror put on stobie pole opposite or a time limit put on parking at West end of Victoria Street.</p> | Support verge widening | if No Right Turn | |
| 73 | widen the road to allow ease of vehicle movement | Widen the road | | |
| 74 | The road should actually be widened (not reduced) at that intersection. The traffic has built up substantially down Victoria Avenue ever since the verge widening markings have been put on the road. The road should be widened to allow cars to be side by side at the intersection turning both left and right. What I have been noticing is that cars are now avoiding the intersection and travelling onto Surrey Street to turn onto Goodwood Road, which is now increasing traffic in front of the Goodwood Kindy garden which would be concerning for not only the kindy but also parents sending their kids there. I would be reconsidering what is being proposed by the council. I'm all for widening the footpaths, however this has become a main road and 'bottlenecking' the intersection will cause major issues, which is clearly evident now. | Widen the road | | |

COMMENTS RECEIVED VIA OTHER CORRESPONDENCE

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|---|---|--|--|--|
| 1 | <p>There is a problem though with the survey. I live in Black Forest but the survey would not accept Black Forest so I had to put in Goodwood instead to get it back to submitting the completed survey. May I also say that predominantly I cycle to Goodwood Village and NEVER go to the corner of Victoria Street and Goodwood Road. The responses have been influenced by the road works currently underway. Having fallen off my bike I ride via side streets off Victoria Street to the pedestrian crossing by Goodwood Primary School, as I figure the intersection of Victoria St and Goodwood Road is very risky for a cyclist. It has improved however due to the additional pedestrian crossing near the Catholic Church as this stops north south car traffic long enough for motorists to turn into Victoria St from Goodwood Road safely. I suggest your surveys regarding traffic includes cyclists also? thank you - I am sending this as there was no opportunity to provide additional comment in your survey and for this reason it may not accurately reflect cyclists as part of the consideration of movement impacts.</p> | <p>Not happy but no clear statement of a treatment option</p> | | |
| 2 | <p>I am writing to protest the narrowing of the corner of Victoria St at Goodwood road. We live in Cromer Pde and as it stands now it has become difficult for us to leave our little corner of Millswood during peak times. For us to exit our area and travel in any north direction, eg to the city we have two options. Option 1 is to travel East Ave, Leah St, Anzac Hwy and option 2 is Victoria Avenue, Goodwood Road exit. With option 1, the Council has made it extremely difficult for us to get onto East Ave due to the restructuring around Aroha Tce, East Avenue intersection. As we don't have right of way it is very difficult for us to break into the increased and continual stream of traffic using this road. With option 2 we have to contend with Victoria Ave becoming a high use road due to making East Ave a major commuter route. Added to this we now have Victoria Avenue/Goodwood Rd intersection reduced from effectively 2 lanes to one. A vehicle trying to execute a right turn from Victoria Street into Goodwood Road during busy times can interrupt the flow of traffic for a considerable period of time. Often, they simply give up and eventually resort to a left turn. Prior to the narrowing of the corner, responsible right turning drivers keep to the right, enabling left turning to continue. A thoughtful planned approach would have either included a ban on right turns at East Ave reducing Victoria Ave traffic or a ban on right turns at Goodwood Rd. Your plans have focussed on making the area safer and more amenable for pedestrians (and this is to be applauded) but have ignored the travelling impact on local residents. Can you please let us know if you have done a traffic impact analysis of the changes. I will await your response and especially your answer to my question above.</p> | <p>Make 2 lane exit and 1 lane entrance</p> | | |

| | | | | |
|---|--|--|--|--|
| 3 | <p>Hello, Just responding to the letter we received last week re: the junction at Victoria St and Goodwood Rd. While it would look very nice with the planting at the end of the street, as I use the intersection just about daily.....I think losing the opportunity of a turn left lane would be a huge mistake. The stoby pole has been moved and so I think this is a great chance to make a very much needed TURN LEFT LANE. Please take my concerns into your consideration.</p> | <p>Make 2 lane exit and 1 lane entrance</p> | | |
| 4 | <p>Since the temporary verge widening it appears to have created a situation where people are becoming extremely frustrated trying to access Goodwood Road. This has resulted in motorists displaying their dismay by doing an illegal dangerous U turn to return to Hampton Street and or reversing back to Hampton Street. If the traffic is built up motorists are turning off at Hampton Street using it as a detour. At this time the speed limits are completely ignored as people are in a hurry to access Goodwood Road via Surrey or continuing along Hampton to exit by Railway Terrace. From what I have experienced there has been an unwanted increase of traffic using Hampton Street South. I strongly agree with the residents as this action is providing a negative and dangerous situation.</p> | <p>Not happy but no clear statement of a treatment option</p> | | |

| | | | | |
|---|--|--|--|--|
| 5 | <p>I wish to comment on the current Victoria St curb build out trial consultation. As a resident of Leah St, I am precluded from the consultation process, but wish to make representation as to the proposed effect this build will have on the wider area.</p> <p>I believe that implementing the build out will cause congestion at Victoria St and an increase in traffic in the streets west of Goodwood Rd. Up until now, two lanes have been able to turn at the same time. Several may turn left whilst waiting for the right turning car. We all know how difficult it is to turn right at any point onto Goodwood road. It is not hard to envisage a very long build up of traffic along Victoria St. This will slow movement. It will inconvenience locals going about their everyday business.</p> <p>By narrowing that already narrow corner, we will also potentially see larger vehicles avoiding the turn and moving onto other roads. The impact will not be limited to Victoria St, but will affect Leah St disproportionately as we will pick up much of the traffic that will avoid the corner. Experience has shown us, that what seems to be one small change, can have a long lasting and severe impact upon our street and other local streets. For example several years ago changing the traffic flow around Aroha, East and Leah has caused significant issues that are still being felt. Or putting in no turn signs along the approaches to Leah St has directed more traffic down our way. We look to Goodwood as our local shopping precinct, but fear that we will find it more difficult to get there and will have to look outside the Unley area for our goods and services.</p> <p>I hope that council will look at the wider impact that any, what appears to be, superficial "small" change will have across the district when planning is undertaken. Look at slowing the growth of traffic at the entrances to Unley Eg. Cross Rd., South Road etc. I quote from a doc that was explaining the purpose of a LATM on the Have Your Say site. 2014. LATM focuses on planning and managing the physical road space. It assesses and improves conditions on streets where traffic impacts upon the safety and residential amenity of the neighbourhood. Leah St is in the neighbourhood. Not just the other streets. We are losing our residential amenity and safety.</p> | <p>Not happy but no clear statement of a treatment option</p> | | |
| 6 | <p>To those concerned with decisions re Cnr of Victoria and Goodwood. I am adding my voice to Cathy Heptinstall's clear, measured and informed email. I am angry with the lack of consultation and respect shown to concerned local residents of the Unley Council area regarding traffic management of our side of Goodwood Rd. This high handed lack of engagement in our position is undemocratic. This recent action shows clear disregard to the information provided at Feb 27th Council meeting when Council heard deputations from Victoria St and Leah St. At that meeting Council heard how fed up we are with being left out of consultation and how the proposed changes were not welcome. The present way traffic feeds both right and left into Goodwood rd whilst not perfect works. Your changes disadvantage residents from Essex, Hampton, Victoria, Leah. and if Mills St changes are also carried out, will impact disastrously for Leah St. Councillors discussed</p> | <p>Not happy but no clear statement of a treatment option</p> | | |

| | | | | |
|---|--|--|---|--|
| | <p>this and seemed to recognise our point of view at that meeting.</p> <p>It would appear that Council pays lip service only to its constituents from our side of the tracks and continues in a way that makes me understand why so many people now feel alienated , disrespected and suspicious of political process.</p> | | | |
| 7 | <p>I am registering my horror that the traffic will be reduced to single file and thought after the deputation from victoria st resident to council re this issue and our deputation from Leah st that it was understood that this will have negative impact not just for victoria st residents but neighbouring streets. Leah st will again have increased traffic flow recognised at that council meeting as a problem . The residents of vicoria st and neighbouring streets were not consulted re this plan and do not want it. Nor do Leah st residents we have had enough</p> | <p>Make 2 lane exit and 1 lane entrance</p> | | |
| 8 | <p>I think this intersection should be left as it is. Victoria Street links through to Anzac Highway. It acts very much as a secondary link through to this major highway and in my opinion, will not become anymore than this as both a tram and train line must be negotiated to complete the link, thus discouraging any usage other than emergency or local. Victoria Street also serves the people who live between Anzac Highway and Goodwood road. Living between Victoria Street, Goodwood Road, the Railway line and the Tram line as I do, sometimes I have found it simpler, during the works that are currently being carried out on Goodwood Road, to cross the Railway line and exit via Anzac Highway. People in this small quadrangle have already had alterations to the Railway Terrace and Sussex Street exit altered and really do not need their only clear exit via Victoria Street into Goodwood Road changed. I believe the Victoria Street exit is on the fringe of the clearway the council is making on Goodwood Road and it would therefore be better to allow as clear a passage for vehicular traffic as possible. As one of the "elderly " pedestrians referred to in your letter, I feel the distance saved in negotiating the crossing of Victoria Street is negligible and the traffic confusion likely to ensue from narrowing this exit will be considerable. If you really want to do something to help both traffic and pedestrians do away with the pedestrian lights installed in front of the Anglican church near the Victoria Street exit and install traffic lights at the Victoria Street exit.</p> | <p>Keep southern build out only</p> | <p>Move pedestrian lights to Victoria Street</p> | |
| 9 | <p>Dear Council</p> <p>1. Yesterday I witnessed a woman putting up posters complaining about the "narrowing" of Victoria Street when the new kerbing is completed at the intersection with Goodwood Road on the north side, and encouraging people to contact the council to complain. I would however like to state that I think it is a good way to improve the safety for pedestrians and cars and even cyclists (this woman was on a bicycle!) and I am pleased that this will be done.</p> <p>2. I would however like to complain about the state of the car park behind the Goodwood Shops and would like to know who the owner is, and how to contact them, or perhaps you can on my behalf. The surface is unsafe, the painted lines are hard to see, and the rubbish skips are a hazard how they just seem to be</p> | <p>Support verge widening</p> | | |

| | | | | |
|----|---|---|--|--|
| | <p>“dumped”. Also there seems to be no clearly delineated separated area for the delivery vehicles to pull into, making them a real hazard and nuisance. I at times have not gone in there due to the difficulty negotiating around trucks, or the fact they are simply blocking the way, and I suspect that others do too.</p> | | | |
| 10 | <p>Thank you for the opportunity for feed back to your letter of March 14 2017. The current project on Surrey St, still in progress and now with the possibility of another in Victoria St leaves us wondering how residents will access the Goodwood road. Your proposal for Victoria St is most disconcerting given the amount of traffic using this street coming off Goodwood Road and cars attempting to make a right or left hand turn off Victoria into Goodwood. I would have thought the space for two cars entering Goodwood Road one going left the other right allowing space for those entering Victoria is quite small enough, in fact bordering on dangerous should cars coming down from the south taking a left hand turn into Victoria at speed which is often is the case. As good as your proposal sounds for pedestrians, allowances suggested for cars is highly questionable. Considering the project in Surrey St is incomplete with little or no indication as to how traffic will proceed on or off Goodwood Road and that we were not to my knowledge consulted about that in the first instance, I would suggest your letter cannot be taken seriously.</p> | <p>Make 2 lane exit and 1 lane entrance</p> | | |
| 11 | <p>I am a ratepayer residing on Essex Street South Goodwood.</p> <p>There have been road works at the junctions of Victoria Street & Goodwood Road & also at Surrey street / Goodwood Road. The roadworks have reduced the width of Victoria street & surrey street, with the consequence that there is no longer room for cars (facing Goodwood road) to wait to turn right whilst another car can turn left onto goodwood road – eg the left hand lane facing the hills is now only one car width. This is a major impediment to a good traffic flow as cars wanting to turn left at these junctions are held up by cars wanting to turn right. This is extremely frustrating, and nothing positive seems to have been achieved by these changes.</p> <p>Please change them back.</p> | <p>Return both sides to original kerb line</p> | | |
| 12 | <p>Feedback: Hi Unley Council I can't believe I even have to write this email but I can't imagine why you think that restricting Victoria Avenue to essentially one lane where cars need to turn left and right. It is bad enough now trying to get around the left corner when drivers turning right hog the center of the road. It appears you are wanting to do this to Surrey street as well. My feedback is that this is a very ill formed decision and needs to be reversed.</p> | <p>Return both sides to original kerb line</p> | | |

| | | | | |
|----|--|---|--|--|
| 13 | Victoria Street is a through road and carries significant commercial traffic. Trucks will have difficulty negotiating a narrower entry and probably mount the kerb entering and exiting Victoria Street. Occasionally the back wheels of my car mount the kerb as I turn left from Victoria Street into Goodwood Road and attempt to stay in the left hand lane (at peak times when the right hand lane of Goodwood Rd is busy | Not happy but no clear statement of a treatment option | | |
| 14 | I wish to DISAGREE with your proposal for the Goodwood road and Victoria street intersection. As you would have noticed nearly all the temporary verge has been completely destroyed by cars. If a human had been standing there they also would also have been destroyed! The intersection is so tight that cars travelling North on Goodwood road turning left into Victoria street nearly collide with stationary cars on Victoria street wishing to turn in any direction. A very scary experience I must say. The local residence from East Ave to Crommer Pde to Railway Tce, use Victoria street regularly as an exit to Goodwood road turning right and left. This would cause more congestion. We already have freight trains to contend with. Once again I say no to this new intersection idea. | Not happy but no clear statement of a treatment option | | |

GENERAL COMMENTS ADDED TO HARD COPY SURVEYS.

Note these respondents have already indicated their preference for a verge widening treatment in the survey.

| | |
|---|---|
| 1 | As a local resident (longterm) of Millswood (western side of rail lines) Victoria St is my access route in and out of Chelmsford Ave. Victoria St carries substantial traffic to access local sport facilities (tennis Courts and Goodwood Rd Oval and Swimming Pool) as well as to connect to East Avenue near tramline. I believe widening north side of Goodwood Rd and Victoria St junction will increase traffic congestion and will become a traffic hazard |
| 2 | This will be a far more liveable neighbourhood when less dominated by cars |
| 3 | Given the recent verge widening at the Sussex St and Goodwood Rd Intersection doing the same at Victoria st will lead to significant delay for motorist turning onto Goodwood Rd, particularly at peak times. Verge widening further down Victoria st (but close to the intersection) would meet the requirements of pedestrians. Pedestrians need to be sensible when crossing the road. |
| 4 | As a resident who NEEDS Victoria St to access my home it is REDICULOUS to make it harder to get in and out of Victoria St ! It is already a busy intersection this will make it WORSE, cause delays, cause frustration, cause accidents, it will NOT make it better for anyone. It will mean people will NOT go to Goodwood Rd. |
| 5 | As Victoria St is a busy through road and a major outlet/inlet to local residents as well as those who go to the sporting complex of Goodwood Tennis and Oval and Unley pool I believe the proposed restriction on the north side of Victoria St should not go ahead. |
| 6 | I find alternative routes rather than turning right onto Goodwood road (too difficult) widening the verge on the Nth side will delay turning left onto Goodwood Rod. This turn to the left will be delayed by cars waiting to turn right. |
| 7 | The whole idea of traffic management is to move vehicles out of the situation. I keep the intersection as open as possible. Once vehicle turning right in peak hour from Victoria Street can hold up more than 5 or 6 cars. This often diverts left turn traffic into Hampton St. You have just move the problem not solve it. Keep Victoria Street open into Goodwood Rd. |

OVERVIEW OF THE THEMES EMINATING FROM THIS FREE TEXT QUESTION

| Theme | Number respondents |
|------------------------------------|--------------------|
| Build a tunnel | 1 |
| Keep southern build out only | 12 |
| Return both sides to original kerb | 30 |
| Supports the verges | 6 |
| 2 lane exit | 18 |
| Move pedestrian lights | 16 |
| No right turn | 10 |
| Widen the road | 2 |
| Not happy but no clear treatment | 13 |

INFORMATION REPORT

| | |
|-------------------------|---|
| REPORT TITLE: | FINANCE PERFORMANCE REPORT FOR THE QUARTER ENDED 31 MARCH 2017 |
| ITEM NUMBER: | 831 |
| DATE OF MEETING: | 24 APRIL 2017 |
| AUTHOR: | MIKE CAREY |
| JOB TITLE: | MANAGER FINANCE & PROCUREMENT |

EXECUTIVE SUMMARY

The report highlights the year to date financial position as at 31 March 2017.

Operating income and expenditure are favourable to budget to the end of March 2017 and there are no budget concerns for both Operating and Capital projects at this time.

A positive cash flow of \$1.6m has been realised year to date. This has resulted in a reduction of \$1.6m to the Short Term Draw Down Facility.

Together with fixed term principal repayments year to date of \$985k, the borrowing liability has reduced by \$2.6m for the year to \$5m as at 31 March 2017.

RECOMMENDATION

That:

1. The report be received.
-

1. **RELEVANT CORE STRATEGIES/POLICIES**

- Organisational Strategy/Goal
 - 5.3 Good Governance and Legislative Framework.
 - 5.5 A financially sustainable approach to business and planning activity.

2. **DISCUSSION**

Funding Result compared to Budget

| | Actual YTD \$'000 | Budget YTD \$'000 | YTD Variance Fav/(Unfav) \$'000 | Full Year Revised Budget \$'000 |
|--|----------------------|----------------------|--|--|
| Operating income | 44,242 | 43,886 | 356 | 45,840 |
| Operating expenditure | 29,676 | 30,221 | 545 | 42,064 |
| Funding surplus before Projects | 14,566 | 13,665 | 901 | 3,775 |
| Net expenditure - Operating projects | 883 | 1,187 | 304 | 1,572 |
| Operating Surplus after Projects | 13,684 | 12,478 | 1,205 | 2,203 |
| Net expenditure - Capital projects | 6,364 | 7,429 | 1,066 | 16,155 |
| Net Lending / (Borrowing) for Financial Year | 12,504 | 10,233 | 2,271 | (7,039) |

Operating income and expenditure are favourable to budget to the end of March 2017. Further information on these items is included in Attachments 1 and 2 of Item 831/17.

Attachments 1 and 2

There are no budget concerns for both Operating and Capital projects at this time. The major budget variance for Capital Projects relates to timing of projects expected to be completed by June as well as a number of projects now being highlighted as potential carry forwards. Further information on these items is included in Attachments 3 and 4 to Item 831/17. These will be considered as part of Budget Review 3 which is currently in progress.

Attachments 3 and 4

Statement of Financial Position

| | March 2017 \$'000 | June 2016 \$'000 | Movement \$'000 |
|---------------------------------|----------------------|---------------------|--------------------|
| Assets | 582.7 | 576.0 | 6.7 |
| Liabilities - Borrowings | (5.0) | (7.6) | 2.6 |
| Other Liabilities | (5.5) | (9.9) | 4.4 |
| Net Assets (Liabilities) | 572.2 | 558.5 | 13.7 |

The movement in the Statement of Financial Position represents:

- An increase in Assets due to a higher Rates Accounts Receivable balance;
- An overall reduction in borrowings of \$2.6m largely as a result of the favourable cash flow result; and
- The decrease in Other Liabilities as a result of the reduction in creditors that were outstanding at the end of June 2016.

Cash Flow

| | Mar 2017 \$'000 |
|-------------------------------------|--------------------|
| Net Flows from Operating | 8,951 |
| Net Flows from Investing | (6,352) |
| Net Flows from Financing Activities | (985) |
| Net Change in Cash Position | 1,614 |

A positive cash flow of \$1.6m has been realised year to date. This has reduced short term borrowings by \$1.6m.

Operating Result

| | |
|--|----------|
| How well are we managing our Operating Income compared to Budget | On track |
|--|----------|

Attachment 1

| | |
|---|----------|
| How well are we managing our Operating Expenditure compared to Budget | On track |
|---|----------|

Attachment 2

Operating Projects

| | |
|--|-------------|
| How well are we managing our Operating Projects? | In Progress |
|--|-------------|

Attachment 3

Capital Works

| | |
|--|-------------|
| Overall, how well are we managing our Capital Works? | In Progress |
|--|-------------|

Attachment 4

Overall Funding Statement

Attachment 5

The figures in this report have been rounded and consequently individual sub-totals, whilst being correct, may differ slightly from the sum of the rounded amounts.

3. ATTACHMENTS

1. Operating Result – Income (Excluding Projects).
2. Operating Result – Expenditure (Excluding Projects).
3. Operating Projects
4. Capital Work Delivery
5. Overall Funding Statement

4. REPORT AUTHORISERS

| <u>Name</u> | <u>Title</u> |
|----------------|--|
| Nicola Tinning | General Manager Business Support & Improvement |
| John Devine | Acting Chief Executive Officer |

OPERATING RESULT

Attachment 1

How well are we managing our Operating Income compared to Budget?

On track

| | Actual YTD \$'000 | Budget YTD \$'000 | YTD Variance Fav/(Unfav) \$'000 | Full Year Revised Budget \$'000 |
|-------------------------------------|----------------------|----------------------|--|--|
| Operating income | | | | |
| Rates | 38,574 | 38,591 | (17) | 38,611 |
| Statutory income | 1,268 | 1,121 | 146 | 1,389 |
| User charges | 1,367 | 1,351 | 15 | 1,613 |
| Grants, subsidies and contributions | 2,245 | 2,236 | 9 | 3,464 |
| Other income | 789 | 587 | 202 | 763 |
| Total Operating Income | 44,242 | 43,886 | 356 | 45,840 |

Year to Date Result

Income is favourable by 0.8% compared to budget year to date. Details on variances are as follows:

Rates \$17k unfavourable to budget (0.0%)

- Slightly unfavourable to budget as a result of a reduction in rates legal fee reimbursements and objections being slightly higher than budgeted.

User Charges \$15k favourable to budget

- Favourable variances from Parking Control (\$45k) and the Community Centres (\$8k) offset an unfavourable variance at the Swimming Centre (\$43k). However, overall the net position for the Swimming Centre is break even.

Other Income \$202k favourable to budget

- Unbudgeted green waste street sweeping income cost recovery (\$36k)
- Reimbursements from damage to council infrastructure (\$37k)
- Parking control (\$38k) as a result of parking fine recoveries received from the State Government Fines Enforcement Recovery Unit.
- Waste management (\$22k) from Community Event Bins & Solo
- Other minor variances across Council

Statutory Income \$146k favourable to budget

- \$132k Parking Control largely from changes to clearway/bike lane times
- \$12k Transport & Traffic - Hoarding

Forecast

Budget Review 3 is currently underway and will be presented to Council for the meeting in May 2017.

OPERATING RESULT

Attachment 2

How well are we managing our Operating Expenditure compared to Budget?

On track

| | Actual YTD \$'000 | Budget YTD \$'000 | YTD Variance Fav/(Unfav) \$'000 | Full Year Revised Budget \$'000 |
|---|----------------------|----------------------|--|--|
| Operating expenditure | | | | |
| Total Employment costs | 13,058 | 13,253 | 194 | 17,769 |
| Materials, contracts and other expenses | 11,103 | 11,341 | 237 | 16,667 |
| Depreciation and amortisation | 5,184 | 5,184 | - | 6,912 |
| Finance costs | 331 | 444 | 113 | 716 |
| Total Operating Expenditure | 29,676 | 30,221 | 545 | 42,064 |

Year to Date Result

A favourable expenditure variance (1.8%) compared to budget year to date.

For employment costs, the favourable variance relates to vacancies.

For materials, contracts & other expenses, the favourable expenditure variances include Water (\$157k), Materials – General (\$57k), Contracts – Waste (\$54k), General – Training (\$42k) and General – Program Expenses (\$39k). These variances are largely timing related.

The favourable variance for finance costs is due to the 30 June 2016 borrowing balance being less than expected. This has resulted in finance costs for both the cash advance facility and fixed term borrowings being much less than anticipated.

Forecast

Budget Review 3 is currently underway and will be presented to Council for the meeting in May 2017.

How well are we managing our Operating Projects?

In Progress

| City of Unley Operating Projects as at March 2017 | | | | | |
|--|------------------|-------------------------|-------------------------|------------------------------|----------------------------|
| Project | Division | Actual YTD \$'000 | Budget YTD \$'000 | YTD Fav/(Unfav) \$'000 | Annual Budget \$'000 |
| 202351 - Undergrounding of Goodwood Road - Stage 2 | City Development | 180 | 353 | 173 | 353 |
| 202231 - Improvement Plan-Design Goodwood Oval/Millswood Complex | City Development | 3 | 3 | (0) | 3 |
| 202233 - Healthy Community Program | City Development | 13 | 12 | (1) | 20 |
| 202239 - CRC Water Sensitive Cities | City Development | 10 | 10 | - | 10 |
| 202365 - Review of Unley Integrated Transport Strategy (UITS) | City Development | 24 | 33 | 9 | 50 |
| 202367 - Second Generation Street Tree Implementation (Year 1) | City Development | 28 | 35 | 7 | 75 |
| 202368 - Tree Risk Assessment Implementation | City Development | 8 | 30 | 22 | 30 |
| 202370 - Removal of Feral Olive Trees | City Development | 5 | 17 | 12 | 25 |
| 202371 - Community Fruit Trees in Parks | City Development | 4 | 4 | (1) | 5 |
| 202373 - Identification of Encroachments (2 year program) | City Development | 16 | 14 | (2) | 50 |
| 202582 - Pay for Use Parking Trial | City Development | (16) | (8) | 8 | (17) |
| 202619 - Royal Adelaide Show Traffic Mgmt | City Development | 20 | 20 | - | 20 |
| 202620 - Street Tree Watering Well Program | City Development | 8 | 34 | 26 | 69 |
| 202622 - Unley City Wide Greening | City Development | 3 | 3 | 1 | 50 |
| 202650 - Goodwood Oval Grandstand | City Development | 4 | - | (4) | 27 |
| 201919 - Unley Gourmet Gala | City Services | 226 | 196 | (30) | 226 |
| 202234 - Tour Down Under | City Services | 20 | 20 | - | 20 |
| 202358 - Age Friendly Strategies | City Services | (14) | 22 | 36 | 40 |
| 202559 - Events - Ignite Unley | City Services | 34 | 30 | (4) | 30 |
| 202561 - Events - Every Generation Festival | City Services | 5 | 5 | (0) | 5 |
| 202563 - Events - Australia Day | City Services | 11 | 10 | (1) | 10 |
| 202564 - Events - Event Attraction | City Services | 10 | 10 | (0) | 10 |
| 202618 - Events - Fringe in Unley | City Services | 38 | 40 | 2 | 40 |
| 202642 - Events - Promotion & Staffing | City Services | 15 | 18 | 3 | 18 |
| 201999 - Unley Central Project | Office of CEO | 18 | 43 | 25 | 88 |
| 202617 - Records Management Compliance Project | Office of CEO | 147 | 149 | 2 | 204 |
| 201995 - Main Street Digital Economy Strategy | Office of CEO | 33 | 48 | 15 | 69 |
| 202598 - Variety on KWR | Office of CEO | 10 | 17 | 7 | 17 |
| 202599 - Community Event - Evening Under the Stars | Office of CEO | 20 | 20 | - | 20 |
| 202600 - Goodwood Grove | Office of CEO | - | - | - | 5 |
| Net Operating Projects Expenditure | | 883 | 1,187 | 304 | 1,572 |

Operating projects are currently favourable.

The Undergrounding of Goodwood Road – Stage 2 Project is currently 95% complete, with the final sign off with SAPN still to be negotiated.

The Unley Gourmet Gala is unfavourable for the end of March, but on track with the annual budget. This is a timing difference only.

The Pay For Use Parking Trial has received additional contributions, the project was originally budgeted only until the end of February 2017.

There has been an unbudgeted contribution in relation to the Age Friendly Strategies Project.

These will be considered as part of Budget Review 3.

There are no other areas of concern, with timing differences across a number of other projects. The net position for this project is anticipated to be in line with budget with additional income offsetting expenditure.

Forecast

Budget Review 3 is currently underway and will be presented to Council in May 2017.

CAPITAL WORKS DELIVERY

Attachment 4

How well are we managing our Capital Works?

In Progress

City of Unley Capital Works Summary as at March 2017

| | Actual YTD \$'000 | Budget YTD \$'000 | YTD Fav/(Unfav) \$'000 | Annual Budget \$'000 |
|---|-------------------------|-------------------------|------------------------------|----------------------------|
| Income Total | 504 | 267 | 236 | 771 |
| Expenditure | | | | |
| NEW - New Capital | 2,940 | 3,296 | 357 | 7,336 |
| REPLACE - Replacement Capital | 3,928 | 4,400 | 473 | 8,760 |
| PROJDEL - Project Delivery | - | - | | 830 |
| Expenditure Total | 6,867 | 7,697 | 830 | 16,926 |
| | | | | |
| Net Capital Projects Expenditure | 6,364 | 7,429 | 1,066 | 16,155 |

City of Unley New Capital Projects as at March 2017

| | Division | YTD Actuals \$'000 | YTD Budget \$'000 | YTD Variance fav / (unfav) \$'000 | Annual Budget \$'000 | Project Status |
|--|------------------|-----------------------|----------------------|---|----------------------------|-------------------|
| 201709 - BHKC Project | City Development | - | - | - | 250 | |
| 201736 - Strategic Land Purchase | City Development | 1,413 | 1,415 | 2 | 1,415 | |
| 202092 - Implementation of Asset Management System | City Development | 11 | 13 | 1 | 83 | |
| 202352 - Implementation of Public Lighting & Energy Opportunities | City Development | 1 | 25 | 24 | 25 | |
| 202356 - Unley Oval Lighting Upgrade | City Development | 149 | 56 | (93) | 180 | |
| 202359 - LATM Implementation | City Development | 7 | 74 | 68 | 390 | |
| 202376 - Goodwood Road Streetscape & Way finding Strategy Delivery - | City Development | 787 | 1,020 | 233 | 3,317 | |
| 202379 - Sport & Recreation Pilot Project | City Development | - | - | - | 8 | |
| 202383 - Traffic Calming to Reduce Speed - Grove & George Streets | City Development | 6 | 8 | 2 | 8 | |
| 202384 - Development of Katherine Street Open Space | City Development | 254 | 254 | (1) | 254 | |
| 202385 - Stormwater & Water Sensitive Urban Design Implementation | City Development | 32 | 20 | (11) | 70 | |
| 202388 - Green Infrastructure Implementation | City Development | 23 | 26 | 4 | 55 | |
| 202509 - Frew Street, Fullarton | City Development | 89 | 89 | - | 89 | |
| 202609 - Unley Staff Bike Fleet | City Development | 3 | 4 | 1 | 4 | |
| 202623 - Unley Central Entrance Oxford Tce | City Development | 15 | 70 | 55 | 200 | |
| 202624 - KWR Masterplan - Kerb Build Outs | City Development | 28 | 80 | 52 | 200 | |
| 202626 - COU Cycling & Walking Plan | City Development | 6 | 45 | 39 | 225 | |
| 202627 - Traffic Calming Wood Street | City Development | 3 | 5 | 2 | 40 | |
| 202629 - Safety Works - Goodwood Primary School | City Development | - | - | - | 60 | |
| 202630 - Road Safety Speed Monitoring | City Development | 14 | 20 | 6 | 20 | |
| 202631 - Solar Panels & Battery Storage Fullarton | City Development | - | - | - | 30 | |
| 202648 - Rugby/Porter Bikeway Stage 1 | City Development | - | - | - | 67 | |
| 202378 - Public Art Strategy Implementation - Pilot Projects | City Services | 22 | 21 | (1) | 22 | |
| 202380 - Four Elements Public Art Upgrade | City Services | 24 | 22 | (2) | 22 | |
| 202502 - Public Art Strategy Implementation | City Services | 5 | - | (5) | 65 | |
| 202594 - Electronic Assessment for Development Services | City Services | 13 | 16 | 3 | 22 | |
| 202503 - King William Road Trader Association | Office of CEO | 28 | 8 | (21) | 40 | |
| 202504 - Unley Road Trader Association | Office of CEO | - | - | - | 25 | |
| 202505 - Fullarton Road South Trader Association | Office of CEO | - | - | - | 16 | |
| 202506 - Goodwood Road Business Association | Office of CEO | 4 | 5 | 1 | 15 | |
| 202507 - Glen Osmond Road Association | Office of CEO | - | - | - | 15 | |
| 202576 - Goodwood Precinct Banner Infrastructure | Office of CEO | 2 | - | (2) | 12 | |
| 202590 - Good Rd - Marketing / Event Infrastructure & Christmas Decs | Office of CEO | - | - | - | 23 | |
| 202649 - Goodwood Road Free Public Wi-Fi Initiative | Office of CEO | - | - | - | 69 | |
| Total | | 2,940 | 3,296 | 357 | 7,336 | |

New Capital Expenditure

The Brown Hill Keswick Creek and Unley Central Oxford Terrace Entrance Projects have been identified as likely savings for the 2016-17 financial year.

The Goodwood Road Streetscape & Way Finding Strategy Delivery Project is favourable for the end of March. This is due to a number of small issues to finalise the March invoice before being paid in April. The project is on track with completion anticipated in June.

A small number of Projects, including the Rugby/Porter Bikeway Stage 1 Project (some sections) have been identified as potential carry forwards and are being closely monitored as part of the monthly reporting process. These will be considered as part of Budget Review 3 due for presentation to Council in May 2017.

Asset Replacement Expenditure

On track

Project Delivery Costs

On track

Forecast

Budget Review 3 will address any identified carry forward capital projects as well as a review of timing for the final three months of the year.

The City of Unley

Overall Funding Statement

for the year to date ended March 2017

| | Actual YTD \$'000 | Budget YTD \$'000 | YTD Variance Fav/(Unfav) \$'000 | YTD Variance % | Full Year Revised Budget \$'000 |
|---|----------------------|----------------------|--|----------------------|--|
| Operating income | | | | | |
| Rates | 38,574 | 38,591 | (17) | 0.0% | 38,611 |
| Statutory income | 1,268 | 1,121 | 146 | 13.0% | 1,389 |
| User charges | 1,367 | 1,351 | 15 | 1.1% | 1,613 |
| Grants, subsidies and contributions | 2,245 | 2,236 | 9 | 0.4% | 3,464 |
| Other income | 789 | 587 | 202 | 34.4% | 763 |
| Total Operating Income | 44,242 | 43,886 | 356 | 0.8% | 45,840 |
| Operating expenditure | | | | | |
| Total Employment costs | 13,058 | 13,253 | 194 | 1.5% | 17,769 |
| Materials, contracts and other expenses | 11,103 | 11,341 | 237 | 2.1% | 16,667 |
| Depreciation and amortisation | 5,184 | 5,184 | - | 0.0% | 6,912 |
| Finance costs | 331 | 444 | 113 | 25.5% | 716 |
| Total Operating Expenditure | 29,676 | 30,221 | 545 | 1.8% | 42,064 |
| Funding surplus/(deficit) before Projects | 14,566 | 13,665 | 901 | | 3,775 |
| Project Summary | | | | | |
| Operating projects | | | | | |
| Income | 135 | 73 | 62 | 85.1% | 85 |
| Expenditure | 1,018 | 1,260 | 242 | 19.2% | 1,657 |
| Net expenditure - Operating projects | 883 | 1,187 | 304 | 25.6% | 1,572 |
| Operating Surplus after Projects | 13,684 | 12,478 | 1,205 | | 2,203 |
| Capital projects | | | | | |
| Income | 504 | 267 | 236 | 88.3% | 771 |
| Expenditure | 6,867 | 7,697 | 830 | 10.8% | 16,926 |
| Net expenditure - Capital projects | 6,364 | 7,429 | 1,066 | | 16,155 |
| Total Operating projects and capital works program (net) | 7,246 | 8,616 | 1,370 | 15.9% | 17,726 |
| Depreciation and amortisation | 5,184 | 5,184 | | 0.0% | 6,912 |
| Net Lending / (Borrowing) for Financial Year | 12,504 | 10,233 | 2,271 | 22.2% | (7,039) |

DECISION REPORT

REPORT TITLE: DRAFT 2017-18 ANNUAL BUSINESS PLAN
AND BUDGET FOR CONSULTATION

ITEM NUMBER: 832

DATE OF MEETING: 24 APRIL 2017

AUTHOR: MIKE CAREY

JOB TITLE: MANAGER FINANCE & PROCUREMENT

EXECUTIVE SUMMARY

The Local Government Act 1999 (the 'Act') requires Council to consult with the community prior to adopting the annual budget. Specifically the Act requires Council to develop a draft Annual Business Plan and follow a process of community consultation.

This report and attachments provides information regarding the Draft 2017-18 Annual Business Plan in relation to the:

- proposed projects to be undertaken
- services provided by Council to the community,
- resources required by the City of Unley to deliver the services and projects, and
- funding required (proposed rates increase and estimated borrowings).

Council has an opportunity to review the presented projects and their impact on funding requirements before the Draft Annual Business Plan is finalised for consultation.

Based on the following:

- proposed new net Operating Projects of \$1.232m
- proposed net Capital Replacement of \$7.445m
- proposed net New Capital of \$3.790m

Council is considering a rate increase of 2.8% resulting in new borrowings in the order of \$3.4m to deliver all proposed projects and maintain current service levels.

In summary, the Draft Annual Business Plan and Budget for 2017-18 meets the legislative requirements and the financial targets adopted as part of the Long Term Financial Plan.

Community Consultation

Section 123(4) of the Act prescribes the minimum level of consultation that a council must undertake in conjunction with the Draft Annual Business Plan.

It is proposed that community consultation will occur between 3 May and 26 May 2017 and that 3 public meetings/community information sessions will be held in conjunction with consultation on Council's draft Community Plan and 4 Year Delivery Plan. Council will also receive submissions from Council's website (through Your Say Unley) or via written submissions to PO Box 1, Unley 5061. All submissions will be accepted up until the close of business on 26 May 2017. Feedback from consultation will be provided to Council in early June 2017.

The proposed level of consultation meets legislative requirements and Council's own Consultation Policy.

The 2017-18 Annual Business Plan and declaration of rates will then be presented to Council for adoption at its June 2017 meeting.

RECOMMENDATION

That:

1. The report be received.
 2. The proposed list of net Operating Projects of \$1.232m (Attachment 2 to Item 832/17) be endorsed for community consultation.
 3. The proposed list of net New Capital of \$3.790m (Attachment 3 to Item 832/17) be endorsed for community consultation.
 4. The proposed list of net Capital Replacement of \$7.445m (Attachment 4 to Item 832/17) be endorsed for community consultation.
 5. The Draft 2017-18 Annual Business Plan and Budget (Attachment 5 to Item 832/17), be endorsed for the purpose of community consultation, to be conducted between 3 May and 26 May 2017.
 6. The Chief Executive Officer be authorised to make any necessary minor edits required for consistency or clarity to the Draft 2017-18 Annual Business Plan and Budget, if required.
 7. The community consultation process outlined in the report be endorsed.
-

1. RELEVANT CORE STRATEGIES/POLICIES

- Local Government Act 1999 Section 123
- Local Government (Financial Management) Regulations 2011 Regulation 5
- Organisational Strategy/Goal
 - 5.3 - Good Governance and Legislative Framework.
 - 5.5 - Financially sustainable approach to business and planning activity.

2. DISCUSSION

Legislative compliance

Section 123(3) of the Local Government Act 1999 requires councils to prepare a Draft Annual Business Plan and Budget for community consultation prior to formal adoption (Attachment 1 to Item 382/17).

Attachment 1

The Annual Business Plan and Budget must be adopted after 31 May and prior to 31 August each year.

Section 123(4) of the Act prescribes the minimum level of consultation that a council must undertake as part of the preparation of the Draft Annual Business Plan. It requires the publication of a notice in a newspaper circulating within the area of the Council inviting interested parties to attend a public meeting, or a meeting of Council where members of the public may ask questions and provide feedback. Council is also required to invite interested parties to make a written submission outlining any concerns they have, or comments that they wish to make, about what is being proposed.

Community consultation

Community consultation of the Draft Annual Business Plan will occur between 3 May and 26 May 2017.

This year, it is also opportune to undertake consultation on the draft Community Plan and 4 Year Delivery Plan during the same period given the strategic links between these documents and the Draft Annual Business Plan.

The proposed level of engagement for this consultation is listed below and enables Council to meet its requirements under the Act, with community response options reiterated within the Draft Annual Business Plan and Budget:

- Advertising in the Eastern Courier Messenger
- Online consultation on Your Say Unley
- Notification on Council's website with appropriate links to the Draft Annual Business Plan and Your Say Unley
- Advertising in the Unley Life Column
- Development of a video for social media and website

Further, there will be three public meetings /community information sessions to provide the community an opportunity to be involved. Timing is proposed as follows:

| Location | Date | Time |
|---------------------------------|--------|------------------|
| Goodwood Library | 15 May | 10.30am- 11.30am |
| Fullarton Park Community Centre | 16 May | 2 pm - 3 pm |
| Civic Centre | 24 May | 5.30pm - 6.30pm |

The Draft 2017-18 Annual Business Plan meets all legislative requirements of the Act.

Proposed Projects

The Council has an opportunity to review the presented projects and their impact on funding requirements before the Draft Annual Business Plan is finalised for consultation.

Based on the following:

- proposed new net Operating Projects of \$1.232m
- proposed net Capital Replacement of \$7.445m
- proposed net New Capital of \$3.790m

Council will require an estimated rates increase of 2.8% and the level of new borrowings in the order of \$3.5m to deliver all proposed projects and maintain current service levels.

Should Council wish to reduce the estimated rates increase below 2.8%, it is recommended that the proposed Operating Projects be reduced, and if Council wishes to reduce the level of estimated new borrowings required it is recommended that the proposed New Capital be decreased.

Operating Projects

Council has identified proposed new operating projects that amount to \$1.232m.

Key projects for 2017-18 include:

- Increasing the level of service for reactive footpath maintenance
- Continuation of ongoing environmental initiatives and programs including second generation street tree implementation, greening of verges and water well installation
- Activities for place activation and showcasing of the City of Unley including Unley Gourmet Gala, Tour Down Under (proposed but stage is yet to be confirmed), King William, Goodwood and Unley Road events and Council's annual community events program and related activities in the order of \$500k.

Whilst for 2017-18 the increase in service level for reactive footpath maintenance has been included as an operating project, from 2018-19 this will result in an ongoing increase to operating expenditure.

Further review of these proposals will occur between now and June, and will consider community consultation feedback before the Budget is finalised for adoption.

A copy of the Proposed Operating Projects is provided as Attachment 2 to Item 832/17.

Attachment 2

New Capital

The proposed new capital projects total \$3.790m and include:

- Community engagement and Detailed Design of King William Road Streetscape (High Street) to ensure the precinct remains as an iconic destination in Unley and its premium status continues
- Continuation of the implementation of the local area traffic management study for Wayville/Unley /Goodwood
- Implementation of Council's Walking and Cycling Plan Year 2 focussed on the Weller Street 'Bike Boulevard' and Rugby/Porter Street Stage 2
- Detailed design for the Unley Oval Grandstand upgrade to allow the project to be 'shovel ready' for further funding
- Designs for Goodwood Oval and Millswood Sporting Complex upgrades to achieve a 'shovel ready' project, inform future Council funding and enable Council to apply for external grant funding
- Construction of new toilet and shower room facilities (including relocation) at Goodwood Oval
- Council's contribution to the Brown Hill Keswick Creek regional project

The King William Road Streetscape Project will not progress to construction until a detail solution is agreed and endorsed by Council.

Future construction of the Unley Oval Grandstand and Goodwood Oval and Millswood Sporting Complex upgrades will be subject to concept endorsement and confirmation of required external funding contributions.

New capital projects will largely be funded by borrowings.

A copy of the Proposed New Capital Projects is provided as Attachment 3 to Item 832/17.

Attachment 3

Capital Replacement Program

The proposed capital replacement program of \$7.445m has been based on current asset condition information and asset management plans. Items include:

- \$1.127m for the proposed road reseal program
- \$1.041m for the footways replacement program
- \$872k for drains and storm water
- \$873k for the Property Program, and
- \$493k for reserves, recreation and open space projects

A copy of the Replacement Capital Program is provided as Attachment 4 to Item 832/17.

Attachment 4

The Draft 2017-18 Annual Business Plan (Plan)

The Plan has been developed using the Long Term Financial Plan as a guide with the aim of achieving the adopted financial targets.

| Financial Indicator | Council Adopted Target | 2017-18 Draft Budget |
|---------------------------------|---|-----------------------------|
| Operating Surplus Ratio | The higher of 5% of Total Operating Revenue or Fixed Principal Repayments | 6.6% |
| Net Financial Liabilities Ratio | <= 80% of Total Operating Revenue | 45% |
| Asset Sustainability Ratio | >= 100% average over the 10 year period | 108% |

The Plan contains the following information:

- project priorities
- a summary of the services provided by Council
- information regarding Council's Long Term Financial Plan
- funding requirements
- consideration of the rating structure and impact.

The Plan has been prepared to include the following items:

- an estimated rates increase for existing ratepayers of 2.8%
- proposed new Operating Projects of \$1.272m
- proposed net Capital Replacement of \$7.445m
- proposed net New Capital of \$3.790m
- borrowings for proposed new capital of \$3.4m.

Taking into account principal repayments and movements in short term borrowings, it is anticipated that total borrowings will increase by \$0.9m from the forecast 30 June 2017 balance of \$14.7m to \$15.7m at 30 June 2018.

Operating Budget

The general influences impacting on revenue and expenditure in developing the Plan include:

- current Enterprise Agreements for most staff which provide for wages and salary increases in line with current agreements
- Local Government Price Index increases on relevant goods and services, which has in recent years been close to CPI
- the requirement for Asset management (replacement) expenditure to be maintained at a sufficient level to ensure long term maintenance of Council infrastructure, property and IT assets at required standards based on detailed condition assessments of each asset class
- increased maintenance requirements as a result of an increase in new assets over the last number of years and the construction of public realm assets requiring increased quality of presentation estimated at \$90k for 2017-18
- commitments to major projects and partnership initiatives over more than one year, including King William Road, Unley Oval and Brown Hill Keswick Creek
- Grant funding including an increase of \$271k in Council's Roads to Recovery grant income for 2017-18 as a result of a Commonwealth Government decision to index fuel excise.

In response to the cost imposts on Council and to minimise the burden on ratepayers, Council has continued its work and review of service sustainability.

Savings identified as part of 2017-18 Budget Preparation include:

- A reduction in employee costs of approximately \$100k as a result of reallocation of positions across the business from an internal restructure as well as a \$85k reduction for contractors
- Reduction in power costs \$100k, waste management \$150k, telephone \$20k and fuel \$25k

These savings were offset by some costs outside of Council's control including an increase in the waste levy of approximately \$90k, large electricity price increases for street lighting and major sites of \$90k and postage increases of \$58k.

Separate Rates

Council proposes to continue to raise a separate rate for the purposes of promoting the businesses and traders along major shopping strips. Council collects the separate rate and passes the funds collected onto the individual Trader Associations for marketing and promotion purposes.

For the 2017-18 Budget, the amounts indicated in the table below will form part of the proposed Budget. These have been developed in consultation with the four associations and their members and were recommended by the Unley Business and Economic Development Committee (UBED) to Council in April 2017.

The recommendations are to be separately endorsed by Council at its April 2017 Meeting for the purposes of consultation.

| Main Street Trader Associations | Separate Rate raised 2016-17 | Requested Separate Rate 2017-18 | % Increase (Decrease) |
|--|-------------------------------------|--|------------------------------|
| Unley Road | \$ 107 700 | \$ 107 700 | Nil |
| King William Road | \$ 141 000 | \$ 144 500 | 2.5% |
| Goodwood Road | \$ 51 500 | \$ 51 500 | Nil |
| Fullarton Road | \$ 13 250 | \$ 13 250 | Nil |

In 2016-17, Council also adopted a recommendation from UBED to cap the amount that any separate rate payer pays at \$2000. It is proposed that this is retained for 2017-18.

Natural Resource Management Levy

The City of Unley falls within the Central Group of the Adelaide and Mount Lofty Ranges Natural Resource Management (NRM) Board. Council is required, under the Natural Resources Management Act, to contribute towards the funding of the NRM Board and operates as a revenue collector for the Board by imposing a levy against properties.

Council has recently been advised by the NRM Board that the indicative amount to be paid to the NRM Board in 2017-18 is \$1.285m compared to \$1.176m in 2016-17. This represents an increase of 9.3%.

Council does not retain this revenue, or determine how the revenue is spent.

In Summary

A copy of the Draft Annual Business Plan is provided as Attachment 5 to Item 832/17.

Attachment 5

Council will raise sufficient income to cover its operating expenses and undertake repayment of its debt. As such, the impact of this draft plan does not compromise Council's long term financial sustainability.

3. ANALYSIS OF OPTIONS

Option 1 – The proposed list of new net Operating Projects of \$1.232m (Attachment 2 to Item x/17) be endorsed for community consultation.

The proposed list of net New Capital of \$3.790m (Attachment 3 to Item 832/17) be endorsed for community consultation.

The proposed list of net Capital Replacement of \$7.445m (Attachment 4 to Item 832/17) be endorsed for community consultation.

The Draft 2017-18 Annual Business Plan and Budget (Attachment 5 to Item 832/17), be endorsed for the purpose of community consultation, to be conducted between 3 May and 26 May 2017.

The Chief Executive Officer be authorised to make any necessary minor edits required for consistency or clarity to the Draft 2017-18 Annual Business Plan and Budget, if required.

The community consultation process outlined in the report be endorsed.

Council can review the list of proposed projects prior to the Draft Annual Business Plan being endorsed for consultation. The proposed consultation meets legislative requirements and Council's own Community Engagement and Consultation Policy. Consultation will occur between 3 May and 26 May 2017.

Should Council wish to endorse all the projects presented for community consultation, Council will need to raise rates income of 2.8% and require new borrowings of approximately \$3.5m.

This option also meets the legislative requirements and the financial targets adopted as part of the Long Term Financial Plan.

Option 2 – To amend the proposed projects for consultation and conduct community consultation to meet the minimum requirements of the legislation

Should Council wish to amend (add or remove) any of the operating projects presented for community consultation, this will affect the proposed increase in rates of 2.8%.

Should Council wish to amend (add or remove) any of the capital projects presented for community consultation, this will affect the funding required from new borrowings.

This option meets the legislative requirements and the financial targets adopted as part of the Long Term Financial Plan.

4. RECOMMENDED OPTION

Option 1 is the recommended option.

5. POLICY IMPLICATIONS

The City of Unley Draft Annual Business Plan and Budget has been developed in the context of the Council's suite of strategic management plans which include the following:

- draft Community Plan
- draft 4 Year Delivery Plan
- Long Term Financial Plan including Council's Infrastructure and Asset Management Plans.

In addition, the Annual Business Plan and Budget and Council's Long Term Financial Plan considers the cost of implementation of strategies and plans reviewed and endorsed by Council.

6. REPORT CONSULTATION

The Draft Annual Business Plan and Budget has been developed in conjunction with Business Unit Managers and their respective divisional General Managers.

Two Elected Member workshops have been held as part of the Annual Business Plan development process in March 2017. A further workshop is proposed, following community consultation, to be held in early June 2017.

In addition, a presentation was made to the Audit and Governance Committee on 15 February 2017 covering Council's revised Financial Indicators, Long Term Financial Plan and the 2017-18 Target Budget.

7. ATTACHMENTS

- Attachment 1 Provisions of the Local Government Act
- Attachment 2 2017-18 Proposed Operating Projects
- Attachment 3 2017-18 Proposed New Capital Projects
- Attachment 4 2017-18 Proposed Capital Replacement Program
- Attachment 5 Draft 2017-18 Annual Business Plan for Community Consultation

8. REPORT AUTHORISERS

| <u>Name</u> | <u>Title</u> |
|----------------|--|
| Nicola Tinning | General Manager Business Support & Improvement |
| John Devine | Acting Chief Executive Officer |

Part 2—Annual business plans and budgets

123—Annual business plans and budgets

- (1) A council must have, for each financial year—
 - (a) an annual business plan; and
 - (b) a budget.
- (2) Each annual business plan of a council must—
 - (a) include a summary of the council's long-term objectives (as set out in its strategic management plans); and
 - (b) include an outline of—
 - (i) the council's objectives for the financial year; and
 - (ii) the activities that the council intends to undertake to achieve those objectives; and
 - (iii) the measures (financial and non-financial) that the council intends to use to assess the performance of the council against its objectives over the financial year; and
 - (c) assess the financial requirements of the council for the financial year and, taking those requirements into account, set out a summary of its proposed operating expenditure, capital expenditure and sources of revenue; and
 - (d) set out the rates structure and policies for the financial year; and
 - (e) assess the impact of the rates structure and policies on the community based on modelling that has been undertaken or obtained by the council; and
 - (f) take into account the council's long-term financial plan and relevant issues relating to the management and development of infrastructure and major assets by the council; and
 - (g) address or include any other matter prescribed by the regulations.
- (3) Before a council adopts an annual business plan, the council must—
 - (a) prepare a draft annual business plan; and
 - (b) follow the relevant steps set out in its public consultation policy, taking into account the requirements of subsection (4).
- (4) For the purposes of subsection (3)(b), a public consultation policy must at least provide for the following:
 - (a) the publication in a newspaper circulating within the area of the council and on a website determined by the chief executive officer of a notice informing the public of the preparation of the draft annual business plan and inviting interested persons—
 - (i) to attend—
 - (A) a public meeting in relation to the matter to be held on a date (which must be at least 21 days after the publication of the notice) stated in the notice; or

- (B) a meeting of the council to be held on a date stated in the notice at which members of the public may ask questions, and make submissions, in relation to the matter for a period of at least 1 hour,

(on the basis that the council determines which kind of meeting is to be held under this subparagraph); or
 - (ii) to make written submissions in relation to the matter within a period (which must be at least 21 days) stated in the notice; and
 - (b) the council to make arrangements for a meeting contemplated by paragraph (a)(i) and the consideration by the council of any submissions made at that meeting or in response to the invitation under paragraph (a)(ii).
- (5) The council must ensure that copies of the draft annual business plan are available at the meeting under subsection (4)(a)(i), and for inspection (without charge) and purchase (on payment of a fee fixed by the council) at the principal office of the council and on the website at least 21 days before the date of that meeting.
- (5a) The council must ensure that provision is made for—
 - (a) a facility for asking and answering questions; and
 - (b) the receipt of submissions,on its website during the public consultation period.
- (6) A council may then, after considering—
 - (a) any submission made to the council during the public consultation period; and
 - (b) any new or revised information in the possession of the council that is relevant to the material contained in the draft annual business plan; and
 - (c) such other materials or information as the council thinks fit,adopt its annual business plan (with or without amendment).
- (7) Each budget of a council must—
 - (a) be considered in conjunction with the council's annual business plan (and must be consistent with that plan, as adopted); and
 - (b) be adopted by the council after the council has adopted its annual business plan.
- (8) An annual business plan and a budget must be adopted by a council after 31 May for the ensuing financial year and, except in a case involving extraordinary administrative difficulty, before 31 August for the financial year.
- (9) A council must, after adopting an annual business plan and a budget—
 - (a) ensure—
 - (i) that a summary of the annual business plan is prepared so as to assist in promoting public awareness of the nature of its services and its rating and financial management policies, taking into account its objectives and activities for the ensuing financial year; and

- (ii) that a copy of the summary of the annual business plan accompanies the first rates notice sent to ratepayers after the declaration of its rates for the financial year; and
 - (b) ensure—
 - (i) that copies of the annual business plan and the budget (as adopted) are available for inspection (without charge) or purchase (on payment of a fee fixed by the council); and
 - (ii) that copies of the summary of the annual business plan are available for inspection and to take (without charge),
at the principal office of the council; and
 - (c) ensure that electronic copies of the annual business plan and the budget (as adopted) are published on a website determined by the chief executive officer.
- (10) The regulations may prescribe requirements with respect to the preparation, form and contents of—
- (a) an annual business plan (including a draft for the purposes of public consultation), and the summary required under subsection (9); and
 - (b) a budget.
- (11) However, in any event, the summary of the annual business plan must include an assessment of the extent to which the council's objectives for the previous financial year have been attained (taking into account the provisions of the annual business plan for that financial year).
- (12) Subject to complying with a preceding subsection, any relevant document under this section will be in a form determined by the council.
- (13) A council must, as required by the regulations, and may at any time, reconsider its annual business plan or its budget during the course of a financial year and, if necessary or appropriate, make any revisions.
- (14) A rate cannot be challenged on a ground based on non-compliance with this section, or on a ground based on the contents of a document prepared or adopted by a council for the purposes of this section.

2017-18 Proposed Operating Projects

| No | Title | Net Expenditure \$ | Community Living Outcome | Economic Prosperity Outcome | Environmental Stewardship Outcome | Civic Leadership Outcome |
|----|---|--------------------|--------------------------|-----------------------------|-----------------------------------|--------------------------|
| 1 | 2017-18 Trader Event Sponsorship | 54 750 | X | X | | |
| 2 | Unley Gourmet Gala and Tour Down Under | 266 000 | X | X | | |
| 3 | Community Events Program | 120 000 | X | X | | |
| 4 | Active Ageing | 20 000 | X | | | |
| 5 | Healthy Community Program | 20 000 | X | X | | |
| 6 | Investigate the enhancement of Ridge Park and Orphanage Park for sports use | 20 000 | X | | | |
| 7 | Implementation of City Wide Park Tree Risk Assessment Audits | 30 000 | X | | X | |
| 8 | Reactive Footway Maintenance – increased level of service | 150 000 | X | | | |
| 9 | LATM Study – Parkside & Fullarton | 40 000 | X | | X | |
| 10 | Parking Initiatives | 130 000 | X | X | X | |
| 11 | Royal Show Traffic Management Support | 20 400 | X | | | |
| 12 | Closure of King William Road on Sundays | 41 000 | X | X | | |
| 13 | Business Concierge | 50 000 | | X | | |
| 14 | City Wide Greening/ Verges | 30 000 | X | | X | |
| 15 | 2 nd Generation Street tree renewal | 75 000 | X | | X | |
| 16 | Fruit trees in parks | 5 000 | | | X | |
| 17 | Street Tree Water Wells | 40 000 | | | X | |
| 18 | Review of services using a Target Operating Model | 120 000 | | | | X |
| | Net New Operating Projects | \$1 232 150 | | | | |

2017-18 Proposed New Capital

| No | Title | Net Expenditure \$ | Community Living Outcome | Economic Prosperity Outcome | Environmental Stewardship Outcome | Civic Leadership Outcome |
|-----------|---|--------------------|--------------------------|-----------------------------|-----------------------------------|--------------------------|
| | 4 Year Delivery Plan Elected Member Priorities | | | | | |
| 1 | Nairne Terrace, Goodwood | 30 000 | X | | | |
| 2 | LATM Implementation (Unley, Goodwood & Wayville) | 135 000 | X | | | |
| 3 | Unley Oval Grandstand Upgrade Design | 300 000 | X | | | |
| 4 | Walking / Cycling Plan (Year 2) | 285 000 | X | | X | |
| 5 | Goodwood Oval Facilities | 250 000 | X | | | |
| 6 | Goodwood Oval & Millswood Sporting Complex Improvement Plan - Design | 200 000 | X | | | |
| 7 | Millswood Croquet Lights Upgrade | 30 000 | X | | | |
| 8 | Public Art Strategy Implementation | 60 000 | X | | | |
| 9 | King William Road Streetscape – Engagement & Design | 300 000 | X | X | X | |
| 10 | Main Street Improvement Fund | 200 000 | | X | | |
| 11 | Brown Hill Keswick Creek | 1 713 000 | | | X | |
| 12 | Digital Services Program (technology for communication, systems and engagement) | 55 000 | | | | X |
| 13 | Capitalised Project Delivery Costs including Overheads | 232 000 | X | X | X | X |
| | Net New Capital | 3 790 000 | | | | |

2017-18 Proposed Capital Replacement Program

| Asset Category | Expenditure \$ | Income \$ |
|--|---------------------------|----------------------|
| Bridges | 100 000 | |
| Bus Shelters | 66 000 | |
| Car Parks | 44 000 | |
| Drains and Stormwater | 872 000 | |
| Footways | 1 041 000 | |
| IT Equipment | 750 000 | |
| Kerb and Water table | 438 000 | |
| Plant and Equipment | 1 084 000 | 229 000 |
| Property including: <ul style="list-style-type: none"> • Buildings • Public Toilets • Swimming Facility • Office Furniture and Equipment | 873 000 | |
| Reserves / Recreation and Open Space | 493 000 | |
| Roads | 1 127 000 | |
| Signs | 16 000 | |
| Street lighting | 25 000 | |
| Streetscape | 110 000 | |
| Traffic Facilities | 27 000 | |
| Project Delivery Costs including Corporate Overhead | 608 000 | |
| Total | 7 674 000 | 229 000 |
| Net Replacement Capital | 7 445 000 | |

**Draft 2017-18 Annual Business Plan for Community
Consultation**

Draft 2017-18 Annual Business Plan for Community Consultation



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Background

Under Section 123 of the Local Government Act 1999 Council is required to have a budget for each financial year. This budget must be considered as part of the Council's Annual Business Plan.

Before a council adopts its Annual Business Plan it must prepare a draft Annual Business Plan and undertake a public consultation process.

The purpose of the draft Annual Business Plan is to impart understanding of:

- The services provided by the City of Unley
- Proposed new initiatives and projects, and
- Draft budget for 2017-18.

This year's consultation process will commence on 3 May 2017, providing a basis for feedback from the community, so that it can respond and inform Council before the Annual Business Plan is adopted and rates declared.

Once the draft Annual Business Plan has been subject to public consultation, and submissions considered by Council, the Statutory Budget documents and financial statements for 2017-18 will be added.

Council seeks to achieve a reasonable degree of rate stability over time while ensuring ratepayers are contributing to services and infrastructure maintenance obligations they require.

How Council measures its performance

Council measures its achievements and financial performance through the following processes:

- Regular financial reporting to Executive and Council
- Quarterly corporate performance report to Executive and Council
- Budget Reviews in accordance with legislation
- Annual review of the Long Term Financial Plan,
- Review and input from Council's Audit and Governance Committee
- Production of an Annual Report including audited financial statements
- Community Engagement.

Executive Summary

The draft Annual Business Plan for 2017-18 has been prepared in accordance with the priorities of Unley's draft Community Plan and 4 Year Delivery Plan, while ensuring the financial targets adopted by Council at its Council Meeting in February 2017 are met.

Key financial information for 2017-18 is summarised below.

| | |
|---|------|
| General Rate Increase | 2.8% |
| Estimated Rates Growth (new rateable properties and improvements) | 0.5% |

| Budget Summary | \$'000 |
|---|---------------|
| General Rates Income | 38 300 |
| All Other Operating Income | 8 572 |
| Total Operating Income | 46 872 |
| Operating Expenses | 42 527 |
| New Operating Project Initiatives (Net) | 1 232 |
| Operating Surplus | 3 113 |
| Net Capital Renewal Program Expenditure | 7 445 |
| Net New Capital Expenditure | 3 790 |
| Total Net Capital Expenditure | 11 135 |
| Estimated New Borrowings | 3 500 |
| Repayment of Borrowings | 2 554 |

Council will raise sufficient income to cover its operating expenses and undertake repayment of its debt.

Key Financial Targets

| Indicator | Adopted Target | Proposed Outcome |
|--|-----------------------|-------------------------|
| Operating Surplus Ratio | > 5.0% | 6.6% |
| Net Financial Liabilities Ratio | = < 80% | 45% |
| Asset Sustainability Ratio (over 10 years) | = > 100% | 108% |

Impact on ratepayers

It is proposed that the overall amount existing ratepayers will pay in general rates will increase on average by 2.8%. For a residential property of average value, this equates to an increase in general rates of approximately \$48 for the 2017-18 year. Rate increases may vary from the average where there has been new development, capital improvements or other significant change to the value of the property.

Strategies behind the Draft Annual Business Plan

The purpose of the draft Annual Business Plan is to impart an understanding of:

- Annual objectives for the year in the context of Council's long-term objectives
- Overview of the activities and services provided by Council
- Key financial information relating to revenue and expenditure
- Proposed new initiatives and projects
- Rating context and impact of rates for 2017-18, and
- Council's Financial Planning Framework including Long Term Financial Plan and Asset Management Plans

As such this draft Annual Business Plan will provide a basis for feedback from the community, so that it can respond and inform Council before the Annual Business Plan is adopted and rates declared.

Significant Influences for the 2017-18 Budget

A number of factors have influenced the preparation of the Council's draft 2017-18 Annual Business Plan and Budget. These include:

- Local Government Price Index increases on relevant goods and services, which in recent years has tracked close to CPI
- Provision for Enterprise Bargaining Agreements for most staff which determine conditions of employment and provide for annual salary and wages increases.
- Maintaining asset management (renewal) expenditure at a sufficient level to ensure long term maintenance of Council infrastructure, property and IT assets
- Increased maintenance requirements due to an increase in capital works and construction of new assets over recent years
- State Government budget decisions including a significant waste levy increase of \$90k for 2017-18.
- Commitments to long term major projects including King William Road, Unley Oval and Brown Hill Keswick Creek, and
- Grant funding including an increase of \$271k in Council's Roads to Recovery grant income for 2017-18 as a result of a Commonwealth Government decision to index fuel excise.

In response to the cost imposts on Council and to minimise the burden on ratepayers, Council has continued its work and review of service sustainability.

Savings identified as part of 2017-18 Budget Preparation include:

- A reduction in employee costs of approximately \$100k as a result of reallocation of positions across the business from an internal restructure as well as a \$85k reduction for contractors
- Reduction in power costs \$100k, waste management \$150k, telephone \$20k and fuel \$25k

These savings were offset by some increases in costs outside of Council's control including waste levy increases of approximately \$90k, large electricity price increases for street lighting and major sites of \$90k and postage increases of \$58k.

Services provided to the Community

The Local Government Act 1999 (the Act) prescribes a system of local government to enable councils to govern and manage areas at a local level.

All councils have basic responsibilities under the Act and other relevant legislation. These include:

- Regulatory activities, including voters' roll maintenance and Elected Members' support
- Determining longer term strategic management and management plans, financial plans, infrastructure and asset management plans and policies and procedures
- Setting rates, preparing an Annual Business Plan and Budget
- Management of basic infrastructure including roads, footpaths, parks, public open space, street lighting and stormwater drainage
- Street cleaning and rubbish collection
- Development planning and control, including building safety assessment, and
- Provision of various environmental health services.

In response to community needs, Council also provides the following services and programs, over and above those listed above:

- | | |
|-------------------------------|-----------------------------|
| • Aged and Social Care | • Economic Development |
| • Animal Management | • Environmental Management |
| • Arts & Cultural Development | • Library Services |
| • Community Centres | • Museum |
| • Community Development | • Open Space Management |
| • Community Engagement | • Parking Control |
| • Community Event Programs | • Sport and Recreation |
| • Community Services | • Sustainable Landscapes |
| • Community Transport | • Volunteers |
| • Community Grants | • Urban Policy and Planning |
| • Corporate Services | • Youth Development |

The Council also maintains a number of facilities and services on a fee for service basis, some of which are subsidised and include:

- | | |
|--|---|
| • Unley Swimming Centre | • Community Bus Service |
| • Commonwealth Home Support Program (CHSP) - formerly HACC Program | • Halls for hire |
| | • Ovals, courts, parks and reserves for hire. |

An increase in service level for reactive footpath maintenance has been included as an Operating Project for 2017-18. From 2018-19 this will result in an ongoing increase to operating expenditure.

The remaining services from 2016-17 will be maintained at existing service levels during 2017-18.

Annual Objectives and Key Projects

To ensure Council is achieving the vision and outcomes, the business plan has been prepared to deliver Council's priorities by implementation of the following key projects:

| Community Living | |
|--|--|
| Outcomes | Key Projects 2017-18 |
| <ol style="list-style-type: none"> 1. We understand the community's needs and ensure the availability of a broad spectrum of opportunities for participation in the community: <ul style="list-style-type: none"> – Volunteering program coordination – Lifelong learning opportunities – Supporting vulnerable people to live independent and socially active lives – Cultural and heritage activities and events – Recreational, health, fitness, and well-being activities 2. Orientate regulatory and compliance activities to enhance community safety and confidence in the governance of business, leisure, and visitor activities in the City 3. Ensure that Council's movement, connectivity, and access plans enable residents to take advantage of the benefits of living in, working in, and enjoying Unley. 4. Manage Council's parks, streets, and properties in order to support active, multi-use, and functional spaces and places for all residents. | <ul style="list-style-type: none"> • Implementation of the local area traffic management study for Wayville/Unley /Goodwood • Undertake local area traffic management study for Parkside and Fullarton • Increase level of service for reactive footpath maintenance • Detailed design for the Unley Oval Grandstand upgrade • Construct Goodwood Oval new toilet and shower room facilities including relocation • Designs for Goodwood Oval and Millswood Sporting Complex upgrades • Place activation and showcasing of the our City through major events including Unley Gourmet Gala, Tour Down Under and a diverse Community Events Program |

Economic Prosperity

Outcomes

1. Implement initiatives that support the development of the Unley Central Precinct.
2. Remove barriers in our regulatory and control instruments to encourage the establishment of businesses and to enable appropriate development in the City.
3. Develop formal partnerships with stakeholders in the City (business associations and governments on a regional, state, and local level) to pro-actively drive the attraction and retention of businesses.
4. Support the main streets in the City and other areas of growing business activity as thriving destinations.
5. Establish a Council-led client management and one-stop- shop approach for businesses in our City

Key Projects 2017-18

- Community Engagement and Detailed Design of King William Road Streetscape (High Street)
- Support the main street precincts through main street improvements
- Implementation of an online Business Concierge service

Environmental Stewardship

Outcomes

Provide leadership to the City's residents to improve the City's environmental sustainability by:

- Achieving the Council's Environmental Strategy
- Reviewing development controls and Council's asset management plans to increase the green canopy and multi use green space to 5,000 sqm
- Encouraging the use of alternative modes of transport through education, promotion, and management of the city's infrastructure.
- Achieving the diversion from landfill of 70% of waste collected at the kerbside.
- Implementing LED street lighting in 70% of Unley streets
- Advocating that all new developments achieve the standards of access to sunlight within the Environmental Strategy

Key Projects 2017-18

- Council's contribution to the Brown Hill Keswick Creek Stormwater Management Plan 2017-18 works
- Implementation of Council's Cycling and Walking Plan Year 2
- Continuation of ongoing environmental initiatives and programs including second generation street tree implementation, greening of verges and water well installation

Civic Leadership

Outcomes

1. The Council (Mayor and Councillors) will undertake a training plan to be the best civic leaders (EM's) in local government.
2. Align the organisation to support and advocate for the current and future citizens and their interests through:
 - Doing business from the customer's viewpoint
 - Providing demonstrably the best value in the services provided
 - Having talented staff who are empowered and expected to solve issues
3. Identify the services that the Council is able to potentially provide to other users on a commercial basis.
4. Actively pursue the establishment of shared services leading to regional partnerships.
5. Implement a property investment/divestment strategy that will support the achievement of Council's goals.

Key Projects 2017-18

- Review of services using a Target Operating Model approach
- Development of a Digital Transformation Plan to enhance and modernise existing online functionality and add new delivery and self-help functions

Project Priorities proposed for the Year

Council's proposed project priorities for 2017-18 stem from the outcomes outlined in Council's draft Community and 4 Year Delivery Plans.

Council has undertaken a methodical and considered approach to determine its priorities for the upcoming financial year. These are the steps that were taken to determine the proposed projects for consultation:

- The Capital Works Program was guided by Council's Asset Management Plans
- Council proposed projects that aim to assist in achieving the Strategic Themes in Council's draft Community Plan and 4 Year Delivery Plan
- Elected Members submitted projects based on perceived community need
- Projects were divided into three broad categories: Operating Projects (including change to service), New Capital and Capital Renewal Program
- Elected Member workshops were used to further prioritise, refine and finalise the proposed project list for community consultation.

Operating Projects

These types of projects are either one-off, short term projects or a request to change the level of service. The request to change the level of service will also impact future budgets.

These projects are to be funded by Council's rates income and therefore affect the level of rates increase being considered. The Council is considering a rate increase of 2.8 % plus estimated growth of 0.5% and the draft Budget proposes to fund a net amount of \$1.232m of operating projects.

Further review of these projects will occur between now and June 2017, including consideration of feedback from this consultation process.

Significant items for 2017-18 include:

- Increasing the level of service for reactive footpath maintenance
- Undertaking a number of traffic and parking initiatives including a local area traffic management study for Parkside, Fullarton and Myrtle Bank and improvements to parking both across the City and within the main street precincts
- Continuation of ongoing environmental initiatives and programs including second generation street tree implementation, greening of verges and water well installation
- Activities for place activation and showcasing of the City of Unley including Unley Gourmet Gala, Tour Down Under (proposed but stage is yet to be confirmed), King William, Goodwood and Unley Road events and annual community events program and related activities in the order of \$500k.

Whilst for 2017-18 the increase in service level for reactive footpath maintenance has been included as an operating project, from 2018-19 this will result in an ongoing increase to operating expenditure.

The proposed projects are detailed in Appendix 1.

Capital Projects

The City of Unley is responsible for a large number of assets with a current depreciable value of approximately \$560m including land. It is important that Council engage in practices that optimise the assets “useful lives” for the benefit of the whole community.

Like many other councils, the City of Unley is provided with an increasing demand to provide services in an environment of ageing assets, increased liability and continual constraints on funding.

New capital projects will largely be funded by borrowings. The proposed new capital projects total \$3.79m net and include:

- Engagement and Detailed Design of King William Road Streetscape (High Street)
- Continuation of the implementation of the local area traffic management study for Wayville/Unley /Goodwood
- Implementation of Council’s Cycling and Walking Plan Year 2 focussed on the Weller Street ‘Bike Boulevard’ and Rugby/Porter Street Stage 2
- Detailed design for the Unley Oval Grandstand upgrade
- Designs for Goodwood Oval and Millswood Sporting Complex upgrades
- Construction of the Goodwood Oval new toilet and shower room facilities including relocation
- Council’s Brown Hill Keswick Creek project contribution

Future construction of the Unley Oval Grandstand and Goodwood Oval and Millswood Sporting Complex upgrades will be subject to confirmation of required external funding contributions.

New capital expenditure may not significantly impact on Council rates in the year of creation but will affect the rates income in the future by way of increased depreciation, maintenance and interest expenses. New capital will largely be funded through borrowings; however Council commits to investigate, where possible, grants to help fund these new assets.

The proposed Capital Renewal Program of \$7.445m net has been based on current asset information and asset management plans. Items include:

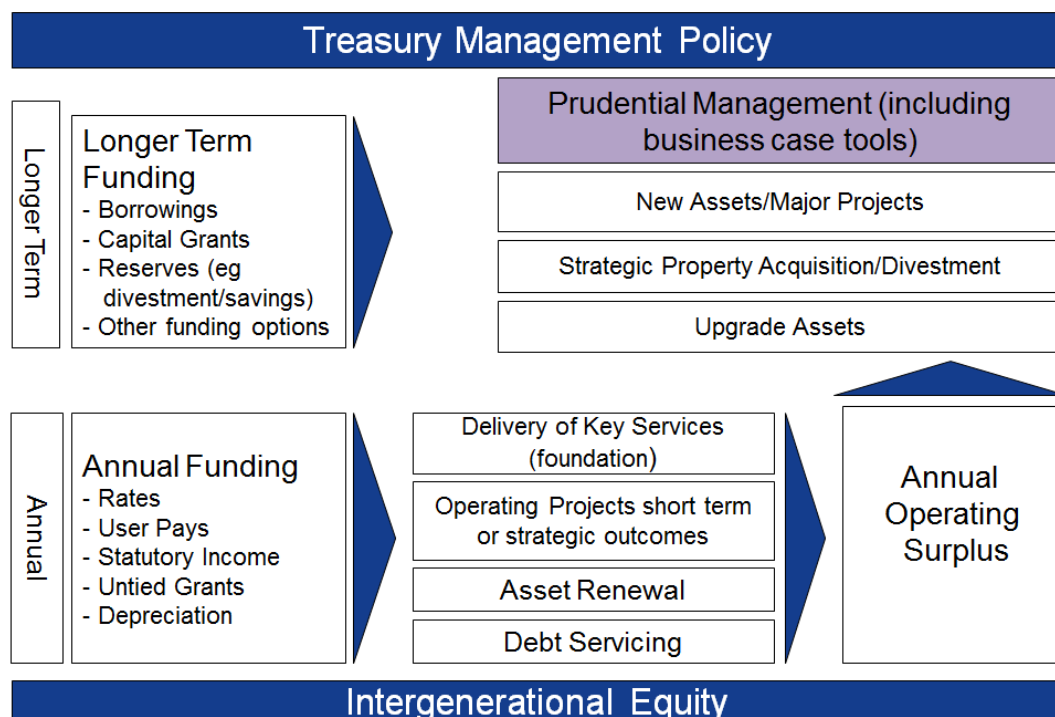
- \$1.127m for the proposed road reseal program
- \$1.041m for the footways renewal program
- \$872k for drains and storm water
- \$873k for the Property Program, and
- \$493k for reserves, recreation and open space projects

Details of the proposed Capital Works Program are provided in Appendices 2 and 3.

Financial Policy Context

Financial Planning Framework

The following diagram illustrates the overall funding framework for the City of Unley and the use of the Annual Operating Surplus and longer term funding sources including strategic property divestment.



In addition, in September 2016, Council adopted two updated policies, namely the Treasury Management Policy and the Prudential Management Policy which form a key part of the overall framework and provide context in terms of Council decisions.

Treasury Management Policy

The Treasury Management Policy underpins Council's decision making in the funding of Council's operations in the context of borrowing as well as cash flow, budgeting, and investments. The updated policy now includes specific principles relevant to borrowing for strategic acquisitions while maintaining a target range for Net Financial liabilities.

The specific principles means Council will:

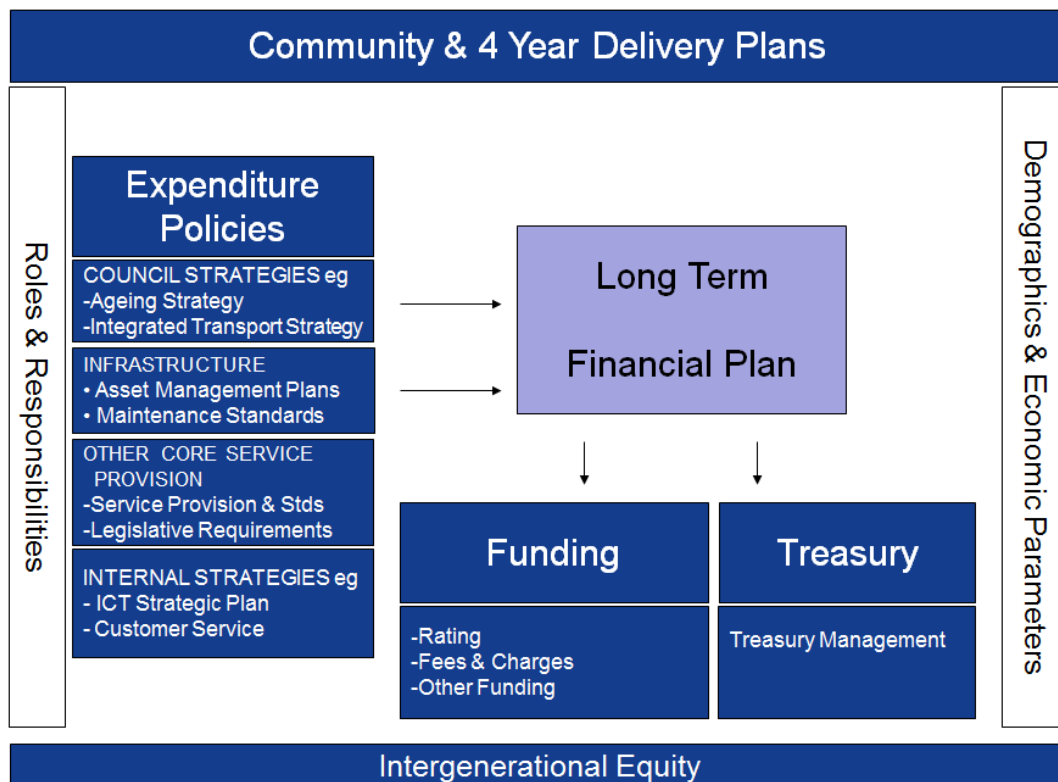
- Maintain a target range for its Net Financial Liabilities ratio;
- Generally only borrow funds to support cash flow;
- Only retain or quarantine money for a particular future purposes when required by legislation or part of an agreement;
- Apply where cost effective any funds that are not immediately required to meet approved expenditure, to reduce its level of borrowings or to defer and/or reduce the level of new borrowings that would otherwise be required.
- Not borrow for funding annual operational expenditure

Prudential Management Policy (including Business Case Tools)

The revised Prudential Management Policy adopted in September 2016 now includes more specific references to due diligence assessment processes based upon the level of risk to which Council may be exposed in undertaking projects including the strategic acquisition of property.

Long Term Financial Plan (LTFP)

Council uses a LTFP to guide its financial decisions and to ensure it is prudent in its financial management and considers a longer term view. The LTFP has been reviewed and updated to reflect the most current information available.



The key components of the plan are:

- Assessment of Council's current financial position and achieving longer term financial sustainability
- Ensuring Financial Targets are met
- Consideration of Council's appropriate role and responsibilities
- Ensuring alignment with the Community Plan and 4 Year Delivery Plan and maintenance of high priority strategies
- Ensuring all proposed strategies are costed before adoption
- Ensuring alignment with agreed service provision and delivery standards
- Ensuring alignment with Asset Management Plans and Maintenance Standards
- Ensuring alignment with internal support strategies
- Ensuring alignment with Funding and Treasury principles as well as intergenerational equity (rating stability, Treasury Policy, fees and charges, external funding and investments)

Target Financial Indicators

Under the requirements of Regulation 5(c) of the Local Government (Financial Management) Regulations 2011, there is a requirement for Council's LTFP as well as the Annual Financial Statements and Budget to include:

- An Operating Surplus ratio
- A Net Financial Liabilities ratio, and
- An Asset Sustainability ratio.

presented in a manner consistent with the "Model Financial Statements", Financial Indicators.

Council has adopted 3 key financial targets relating to these required ratios to guide the direction of the LTFP and Annual Business Plan and Budget. These targets were recently adopted by Council at its February 2017 meeting following a recommendation from the Audit & Governance Committee on 15 February 2017.

| Financial Indicator | Adopted Target |
|---|---|
| Operating Surplus Ratio (excluding Centennial Park) | Greater of 5% or 100% of principal repayments |
| Net Financial Liabilities Ratio | <80% of Total Operating Revenue |
| Asset Sustainability Ratio (rolling 10 year average) | >=100% |

As noted in Council's Treasury Management Policy, the net financial liabilities ratio of less than 80% is the key target indicator for Council to assess its capacity to borrow in the medium to long term.

The Net Financial Liabilities Ratio is calculated by expressing net financial liabilities at the end of the year as a percentage of total operating revenue for the year.

Taking into account principal repayments and movements in short term borrowings, it is anticipated that total borrowings will increase by \$0.9m from the forecast 30 June 2017 balance of \$14.7m to \$15.6m at 30 June 2018.

This draft Annual Business Plan satisfies all Financial Indicator Targets.

Infrastructure and Asset Management Plans

The City of Unley is responsible for the management, operation and maintenance of a diverse asset portfolio that provides services and facilities for City users. Infrastructure and Asset Management Plans have been developed for all infrastructure assets to ensure Council continues to provide effective and comprehensive management of its assets.

The development of the Infrastructure and Asset Management Plans indicate Council's ongoing commitment to operate and maintain its asset portfolio efficiently to both meet strategic and legislative requirements, and to deliver the required levels of service for the community.

A new approach to asset management driven from a service perspective has been implemented with the adoption of an agreed level of service for property, bridge, road and footpath asset classes.

The new asset system is collecting real time data coupled with ongoing regular condition audits, to undertake more accurate predictive modelling in regard to treatments and life expectancy of each asset class. Over the next few years the management of assets will balance the targeted levels of service for each specific asset with the long term costs.

The Infrastructure and Asset Management Plans provide the basis for the Capital Renewal Program included in Council's LTFP and is refined as part of the Annual Business Plan and Budget process. In 2017-18 the Capital Renewal Program has a projected net expenditure of \$7.445m.

For footpaths forming part of the footways asset category, Council has endorsed a schedule to replace all asphalt to pavers based on current service standards.

It is anticipated that the City of Unley will be fully paved by June 2019.

Funding the Business Plan

Excluding borrowings for New Capital, over 80% of Council's funding is generated from rates with the balance largely relating to fees and charges set by Council or statutory fees gazetted by the State Government on an annual basis.

Rates Context

In setting the rates for 2017-18 Council proposes to continue with its current method of rating, which is three differential rates with a minimum rate, applied against the capital value of properties. Council considers this to be a fair and equitable method of rating for the City of Unley.

Rates is used to deliver the services. Rates are a form of property taxation, and property values determine how much each property contributes. This system of taxation means that the rates paid may not directly relate to the services used by each ratepayer.

It is proposed that the overall amount existing ratepayers will pay in general rates will increase in the order of 2.8% with a further estimated increase of 0.5% from growth. Growth represents new development, capital improvements to existing properties and changes to value as a result of land divisions and will be confirmed by the Valuer-General as part of completing the valuation of the Council area.

Refer to Appendix 5 for details on Rates Assistance Available.

Rate Statistics

Council has nearly 18 500 assessments with just over 16 800 being residential, over 930 assessments within non-residential Category 2 (including commercial shops, industrial, and vacant) and 880 non-residential Category 3 (commercial offices and commercial – other)

Assessments on the minimum rate total just over 2 100, with residential comprising over 2 000 of these assessments.

Rates Modelling

The majority of the valuation for the Council area has been completed by Valuer-General and currently reflects an increase of 4.6% in valuation for **existing properties**. This valuation information, however, is still subject to Valuer-General and internal quality assurance processes and revisits during the consultation period.

Analysis to date indicates that:

- residential properties, representing over 85% of the overall valuation, had an average valuation increase of just over 4.5%.
- non-residential properties, including commercial, had an average valuation increase of 4.8%.

The Budget has been formulated on the basis of retaining differential rates for residential and non-residential property at the appropriate rate in the dollar to provide an overall increase in rates of 2.8% excluding growth.

Valuation Method

The Council uses the **capital value** method of valuing properties. This method values the land and all improvements on the land. It is the most widely used method across South Australian councils.

Council considers this valuation method the most equitable method to spread the rates burden across the measure of wealth within the City. It equates to the taxation principle that people should contribute to community, social and physical infrastructure in accordance with their capacity to pay as measured by property wealth.

In determining how rates are applied, and in determining the rate in the dollar, Council uses the following options.

Minimum Rate

In accordance with S158 of the Act, Council has decided that there will be a minimum rate on every rateable property. Council, in adopting a minimum rate, considers it appropriate that all rateable properties make a contribution to the cost of administering the Council's activities and creating and maintaining the physical infrastructure that supports each property.

It is proposed that the minimum rate will increase in line with the overall rate increase of approximately 3% excluding growth.

Differential Rates

In accordance with S153 of the Local Government Act 1999, Council will declare three differential General Rates according to the land use category. The land use categories are as follows:

| Group 1 | Non-residential Category 2 | Non-residential Category 3 |
|----------------|---|---------------------------------------|
| Residential | Commercial Shop Industry Light Industry Other Primary Production Vacant Land Other | Commercial Office Commercial Other |

Council has considered the principle of rate stability when assessing the rates burden across the above categories. Other considerations were given to the change in capital value across the land use categories and the rates income provided by each.

The application of a Differential General Rate is generally intended to alter the amount payable by particular land uses. In the City of Unley area it has been determined over time that the differentiation between non-residential category 2 and residential is in the order of 2 times and the differentiation between non-residential category 3 and residential is in the order of 2.35 times.

It is estimated that the Residential Differential General Rate will raise net rate revenue in the order of \$30m in 2017-18.

It is estimated that the Non-Residential Differential General Rates will raise net rate revenue in the order of \$8m in 2017-18.

Separate Rate for Main Street Trader Associations

Council proposes to continue to raise a separate rate for the purposes of promotion of the businesses and traders along major shopping strips excluding Glen Osmond Road. Council collects the separate rate and passes the funds collected onto the individual Trader Associations for marketing and promotion purposes.

For the 2017-18 Budget, the amounts indicated in the table below will form part of the proposed Budget. These have been developed in consultation with the four associations and their members and were presented to the Unley Business and Economic Development Committee (UBED) in early April 2017.

Requested 2017-18 Separate Rate from Trader Associations

| Main Street Trader Associations | Separate Rate raised 2016-17 | Requested Separate Rate 2017-18 | % Increase (Decrease) |
|---------------------------------|------------------------------|---------------------------------|-----------------------|
| Unley Road | \$ 107 700 | \$ 107 700 | Nil |
| King William Road | \$ 141 000 | \$ 144 500 | 2.5% |
| Goodwood Road | \$ 51 500 | \$ 51 500 | Nil |
| Fullarton Road | \$ 13 250 | \$ 13 250 | Nil |

The King William Road Traders Association Inc. have requested an increase on the approved 2016-17 separate rate amount by 2.5% on the premise that there has not been a change in the separate rate amount over the past few years despite CPI increases in costs over that period.

In 2016-17, Council also adopted a recommendation from UBED to cap the amount any separate rate payer pays at \$2000. It is proposed that this is retained for 2017-18.

Unley Road

Currently approximately 450 ratepayers with a land use of Commercial Shop, Commercial Office and Commercial Other pay the separate rate.

King William Road

Currently approximately 130 ratepayers with a land use of Commercial Shop with addresses along King William Road between Greenhill Road and Commercial Road pay the separate rate.

Goodwood Road

Currently just under 100 ratepayers with a land use of Commercial Shop, Commercial Office and Commercial Other, with addresses along Goodwood Road between Leader Street / Parsons Street to the north and Mitchell Street / Arundel Avenue to the south pay the separate rate.

Fullarton Road

Currently just over 50 ratepayers with a land use of Commercial Shop, Commercial Office and Commercial Other, with addresses along Fullarton Road between Cross Road and Fisher Street pay the separate rate.

Fullarton Road Traders pay a fixed amount of \$250.

Natural Resource Management Levy

The City of Unley falls within the Central Group of the Adelaide and Mount Lofty Ranges Natural Resource Management (NRM) Board. Council is required, under the Natural Resources Management Act, to contribute towards the funding of the NRM Board and operates as a revenue collector for the Board by imposing a levy against properties.

Council has recently been advised by the NRM Board that the indicative amount to be paid to the NRM Board in 2017-18 is \$1.285m compared to \$1.176m in 2016-17. This represents an increase of 9.3%.

Council does not retain this revenue, or determine how the revenue is spent.

Fees and Charges Context

Section 188 of the Local Government Act 1999 provides the legal context:

- fees and charges are determined by resolution of council either as a direct resolution or by by-law or via delegation
- a council is unable to fix or vary fees or charges prescribed under other Acts
- in respect of fees for the use of facilities, services or works requests a council need not fix fees or charges by reference to the cost of the council
- council is required to keep the list of fees and charges on public display and provide updates where fees and charges are varied during the year.

Council reviews its fees and charges each year, in conjunction with the development of the annual budget. As in previous years, a comprehensive review has been undertaken to ensure that the fees proposed:

- reflect (or move progressively toward) the cost of the services given
- are comparable with market rates, where appropriate
- take into account benefit derived by users of community facilities
- are consistent with Council directions articulated through existing policy or plans
- are consistent with Council's LTFP assumptions

Generally, this has resulted in proposed fee increases that are in line with CPI or the Local Government Price Index, insofar as this is practicable.

Consultation

The 2017-18 draft Annual Business Plan is presented in the context of strategic directions for the City that are currently being considered by Council. The Plan reflects Council's continuing focus on ensuring that the physical infrastructure of the City is fit for use and maintained in a cost effective fashion.

With implementation of this year's Annual Business Plan, Council aims to deliver a well-managed, sustainable environment for current and future generations of residents and ratepayers.

The City of Unley is seeking input to the development process of this plan and budget through a public consultation process. Specifically, community consultation will occur between 3 and 26 May 2017 and the following mediums will be used:

- Advertising in the Eastern Courier Messenger
- Online consultation on Your Say Unley
- Notification on Council's website with appropriate links to the draft Annual Business Plan and Your Say Unley
- Advertising in the Unley Life Column
- Development of a video for social media and website
- 3 Public Meetings at various locations and times.

The process provides the opportunity to give feedback on the level of service and the activities to be undertaken by Council before the final budget is adopted in June 2016.

We encourage participation in the consultation.

Submissions

Make a submission by:

Visiting *Your Say Unley* on the council's website at: www.unley.sa.gov.au

Writing a submission and sending it to: 2017-18 Budget Consultation
City of Unley
PO Box 1
Unley SA 5061

Emailing a submission to: pobox1@unley.sa.gov.au

To be received by no later than close of business on 26 May 2017

Public Meetings

It is also proposed to hold three public meetings/community information sessions during the consultation period at the following locations.

| Location | Date | Time |
|---------------------------------|--------|-------------------|
| Goodwood Library | 15 May | 10.30am - 11.30am |
| Fullarton Park Community Centre | 16 May | 2 pm - 3 pm |
| Civic Centre | 24 May | 5.30pm - 6.30pm |

Appendix 1 – 2017-18 Proposed New Operating Projects

| No | Title | Net Expenditure \$ | Community Living Outcome | Economic Prosperity Outcome | Environmental Stewardship Outcome | Civic Leadership Outcome |
|----|---|--------------------------|--------------------------------|-----------------------------------|---|--------------------------------|
| 1 | 2017-18 Trader Event Sponsorship | 54 750 | X | X | | |
| 2 | Unley Gourmet Gala and Tour Down Under | 266 000 | X | X | | |
| 3 | Community Events Program | 120 000 | X | X | | |
| 4 | Active Ageing | 20 000 | X | | | |
| 5 | Healthy Community Program | 20 000 | X | X | | |
| 6 | Investigate the enhancement of Ridge Park and Orphanage Park for sports use | 20 000 | X | | | |
| 7 | Implementation of City Wide Park Tree Risk Assessment Audits | 30 000 | X | | X | |
| 8 | Reactive Footway Maintenance – increased level of service | 150 000 | X | | | |
| 9 | LATM Study – Parkside & Fullarton Year 1 | 40 000 | X | | X | |
| 10 | Parking Initiatives | 130 000 | X | X | X | |
| 11 | Royal Show Traffic Management Support | 20 400 | X | | | |
| 12 | Closure of King William Road on Sundays | 41 000 | X | X | | |
| 13 | Business Concierge | 50 000 | | X | | |
| 14 | City Wide Greening/ Verges | 30 000 | X | | X | |
| 15 | 2 nd Generation Street tree renewal | 75 000 | X | | X | |
| 16 | Fruit trees in parks | 5 000 | | | X | |
| 17 | Street Tree Water Wells | 40 000 | | | X | |
| 18 | Review of services using a Target Operating Model | 120 000 | | | | X |
| | Net New Operating Projects | \$1 232 150 | | | | |

Proposed New Operating Projects - Detail

| | Title | Net Expenditure \$ |
|--|--|--------------------|
| 4 Year Plan Elected Member Priorities | | |
| 1 | <p>2017-18 Trader Event Sponsorship</p> <p>The provision of financial support to Trader Associations in order to stage events based on the following:</p> <ul style="list-style-type: none"> Unley Road Traders Association \$20,000 Evening Under the Stars (Feb 18) King William Traders Association \$34,750 for 7 street-wide/community special events and activation and indicatively includes SALA, Variety on King William, Adelaide Fashion Festival event/parade, Halloween on King William, Tour Down Under Traders Market, Outdoor Cinema and Tasting Australia <p>Goodwood Road Business Association propose a carry forward from 2016-17 to contribute to the Goodwood Road Launch in October 2017.</p> | 54 750 |
| 2 | <p>Unley Gourmet Gala and Tour Down Under – net (Expenditure \$336,000 Income \$70,000)</p> <p>The continued staging of Council’s Unley Gourmet Gala and the Tour Down Under event in 2017-18 building on previous years’ success. The hosting of a TDU Stage is dependent on a stage being granted by SA Tourism Commission. The 2017-18 expenditure amount includes traffic and communication costs.</p> | 266 000 |
| 3 | <p>2017-18 Community Events Program</p> <p>The delivery of the City of Unley community events program, it includes events such as the Double Shot Coffee Fiesta (Nov 17); Ignite Unley Outdoor Cinema Program (Dec 17); Australia Day event; (Jan 18); Fringe in Unley (Mar 18); Every Generation Festival (Oct 17) as well as event attraction, support, promotion and storage.</p> | 120 000 |
| 4 | <p>Active Ageing</p> <p>Delivery of initiatives relating to Council’s Age Friendly Strategy endorsed in December 2015 and informed by research undertaken in 2016-17. As well as continuation of existing initiatives, the proposed 2017-18 program includes:</p> <ul style="list-style-type: none"> Development of a City Wide Volunteers database & support & training to community groups and clubs managing volunteers; Development of an Age Friendly Retail Recognition Program and Delivery of intergenerational school’s partnering program | 20 000 |
| 5 | <p>Healthy Community Program</p> <p>This program commenced in 2015-16. Year 3 of this program includes a number of healthy living and wellbeing initiatives throughout the financial year, including continuation of the monthly activities calendar in our parks and other facilities, supporting community events and other activities that encourage physical activity and healthy lifestyles, links to and involvement of local allied health providers and ongoing promotion of the program brand to encourage the community to get active in Unley.</p> | 20 000 |

| | Title | Net Expenditure \$ |
|-----------|---|-----------------------------------|
| 6 | <p>Investigate the enhancement of Ridge Park and Orphanage Park for sports use</p> <p>This project is to undertake a needs based assessment and analysis of spatial areas for appropriate sports use in the two areas to inform the appropriate infrastructure investment type. Stakeholder engagement with clubs and residents will also be undertaken as part of the process.</p> | 20 000 |
| 7 | <p>Implementation of City Wide Park Tree Risk Assessment Audits</p> <p>This project is to undertake tree risk assessments in the following reserves: Fullarton Park, Goodwood Oval/Reserve and Forestville Reserves as well as the implementation of actions from these audits.</p> | 30 000 |
| 8 | <p>Reactive Footway Maintenance – increased level of service</p> <p>This initiative will provide for the ongoing additional funding required to implement Council’s agreed higher level of service for ongoing reactive footpath maintenance.</p> | 150 000 |
| 9 | <p>LATM Study – Parkside & Fullarton Year 1</p> <p>The proposed project is to complete a Local Area Traffic Management Study (LATM 2) over two years (2017-18 and 2018-19) for the area bounded by Greenhill Road, Unley Road, Wattle Street and Fullarton/Glen Osmond Roads. The study will enable a holistic assessment and treatment prioritisation of traffic, parking and road safety issues for the areas. The outcome is an assessment report outlining appropriate treatments for subsequent infrastructure implementation. The project will be completed in 2018-19.</p> | 40 000 |
| 10 | <p>Parking Initiatives</p> <p>This initiative includes a number of activities aimed at improving parking across the City, including increasing parking accessibility and visibility in the vicinity of main street precincts, delivering outcomes from the Unley Integrated Transport Strategy and reducing unnecessary parking restriction signs.</p> | 130 000 |
| 11 | <p>Royal Show Traffic Management Support</p> <p>This is the second year of three year funding agreement that Council has negotiated with Royal Agricultural and Horticulture Society as a contribution towards traffic management costs during the show period. Council’s contribution increases by CPI each year.</p> | 20 400 |
| 12 | <p>Closing of King William Road on Sundays.</p> <p>To support economic growth, community participation and visitors, this initiative provides for the closure of King William Road on Sundays during the warmer months of the year for the purpose of allowing on-street dining, trade and entertainment. The budget relates only to street closure costs.</p> | 41 000 |

| | Title | Net Expenditure \$ |
|-----------|---|-----------------------------------|
| 13 | Business Concierge This initiative proposes a multi-stage program with the objective to increase self-service options for business customers and improve access to information for businesses (new and existing). The project is proposed to be undertaken over a two year period. | 50 000 |
| 14 | City Wide Greening / Verges Implementation of identified streetscape opportunities within the City of Unley that can value add or improve the greening of the streetscape for both amenity and environmental benefits including the conversion of verges from dolomite to loam to be planted and maintained by residents. | 30 000 |
| 15 | Second Generation Street Tree Implementation (Year 3 of ongoing program) This initiative forms part of Council's endorsed Environmental Sustainability Strategy and Tree Strategy to increase the level of street tree replacement to a more sustainable level. The project covers the removal and replacement of existing street trees to ensure the City maintains its tree canopy cover | 75 000 |
| 16 | Community fruit trees in parks (Year 3 of 3) This project continues a program operating over the last couple of years to allow Council to progressively increase the number of fruit trees throughout the City in public places thus supporting Council's Tree Strategy. It is proposed that Orphanage Park be the location for 2017-18. | 5 000 |
| 17 | Street Tree Water Well Program This is Year 4 of a program forming part of the Environmental Sustainability Strategy to install tree water wells in appropriate streets to assist in providing water to street trees. Tree wells are installed in verges aligned to the Second Generation Tree Program and other verges where Council is planting trees. The initiative does not include the planting of trees. | 40 000 |
| 18 | Review of Services using a Target Operating Model (TOM) The Target Operating Model will provide Council with a structured approach to understanding and reviewing existing services in detail to assist Council in identifying the optimum, sustainable balance of service provision. It is proposed to have a staged approach to implementation starting with significant preparatory activity in data gathering and development of the business principles and framework. | 120 000 |
| | Net Operating Projects | \$1 232 150 |

Appendix 2 – 2017-18 Proposed New Capital

| No | Title | Net Expenditure \$ | Community Living Outcome | Economic Prosperity Outcome | Environmental Stewardship Outcome | Civic Leadership Outcome |
|-----------|--|--------------------------|--------------------------------|-----------------------------------|---|--------------------------------|
| | 4 Year Delivery Plan Elected Member Priorities | | | | | |
| 1 | Nairne Terrace, Goodwood | 30 000 | X | | | |
| 2 | LATM Implementation (Unley, Goodwood & Wayville) | 135 000 | X | | | |
| 3 | Unley Oval Grandstand Upgrade Design | 300 000 | X | | | |
| 4 | Walking / Cycling Plan (Year 2) | 285 000 | X | | X | |
| 5 | Goodwood Oval Facilities | 250 000 | X | | | |
| 6 | Goodwood Oval & Millswood Sporting Complex Improvement Plan - Design | 200 000 | X | | | |
| 7 | Millswood Croquet Lights Upgrade | 30 000 | X | | | |
| 8 | Public Art Strategy Implementation | 60 000 | X | | | |
| 9 | King William Road Streetscape – Engagement & Design | 300 000 | X | X | X | |
| 10 | Main Street Improvement Fund | 200 000 | | X | | |
| 11 | Brown Hill Keswick Creek | 1 713 000 | | | X | |
| 12 | Digital Services Program (technology for communication, systems and engagement) | 55 000 | | | | X |
| 13 | Capitalised Project Delivery Costs including Overheads | 232 000 | | | | X |
| | Net New Capital | 3 790 000 | | | | |

Further details of these projects are provided in the following pages.

| | Title | Net Expenditure \$ |
|--|---|-----------------------------------|
| 4 Year Delivery Plan Elected Members Priorities | | |
| 1 | <p>Nairne Terrace Goodwood</p> <p>To develop and implement a shared street concept for Nairne Terrace between Leader Street and Nichols Street Goodwood in conjunction with the 2017-18 footpath and kerb and watertable capital renewal works (separately budgeted). Grant funding from DPTI will be sought for this project.</p> | 30 000 |
| 2 | <p>Local Area Traffic Management Implementation (Unley, Goodwood, Wayville)</p> <p>To continue the implementation of the LATM (Unley, Wayville and Goodwood areas) recommendations as endorsed by Council in September 2016. Year 2 involves undertaking the medium priority works identified based on local safety issues and improvements for road users as follows:</p> <ul style="list-style-type: none"> • Wayville – Bartley Crescent intersection with Greenhill Road • Goodwood – Hardy Street/Albert Street and Weller Street/Albert Street intersections • Unley – Palmerston Road, Roberts Street and Salisbury Street intersections with Hughes Street | 135 000 |
| 3 | <p>Unley Oval Grandstand Upgrade Design</p> <p>The preparation of detailed designs for an upgrade of the existing grandstands in line with a Sturt Football Club proposal to allow the project to be “shovel ready” for future funding opportunities. Project will only proceed if Council formally endorse a concept. Further, as this project is only partly funded by Council, construction will not commence until required external funding contributions are confirmed.</p> | 300 000 |
| 4 | <p>Walking & Cycling Plan (WCP) Year 2 Initiatives</p> <p>To continue the implementation of Council’s WCP initiatives with proposed Year 2 Projects being as follows:</p> <ul style="list-style-type: none"> • Weller Street ‘Bike Boulevard’ • Rugby/Porter Street Stage 2 works being a continuation of improvements along this corridor. (Rugby Street intersections with Fisher Street, Wattle Street, Marlborough Street and Oxford Terrace) <p>The Stage 2 works are subject to DPTI co funding</p> | 285 000 |
| 5 | <p>Goodwood Oval Facilities - Net (Expenditure \$700,000 Income \$450,000)</p> <p>Completion of design work and construction of a new toilet and shower room facilities including the removal and relocation of the public toilets into a new separately located facility. This work assumes State Government and clubs contribute \$450k.</p> | 250 000 |

| | Title | Net Expenditure \$ |
|-----------|---|-----------------------------------|
| 6 | <p>Goodwood Oval & Millswood Sporting Complex Improvement Plan Designs</p> <p>The development of designs for upgrades at the Goodwood Oval and Millswood Sporting Complex to achieve a 'shovel ready' project, inform future Council funding, and enable Council to apply for external grant funding. Council is only making a part contribution to the project and construction will not go ahead unless external funding is confirmed.</p> | 200 000 |
| 7 | <p>Millswood Croquet Light Upgrade</p> <p>Council's contribution to facilitate the upgrading of the Millswood Croquet Club lawns lighting system that will include the lighting of the third lawn (total project \$90k).</p> | 30 000 |
| 8 | <p>Public Art Strategy Implementation</p> <p>This program supports Year 4 (of 5) of the Public Arts Strategy and includes:</p> <ul style="list-style-type: none"> • Arts in Your Face (public art grants) - \$50,000 • Emerging Art Walls Year 2 -\$5,000 • Documentation for Water Tanks Exhibition - \$5,000 • Scoping for Year 5 "Centrepiece" Plan - no additional cost | 60 000 |
| 9 | <p>King William Road Streetscape Engagement & Design</p> <p>King William Road is an iconic destination in Unley. The precinct is in need of an upgrade and refresh to ensure its premium status continues. This project is to engage with the local community, businesses and visitors to identify a detail solution. This project will not progress to construction until a detail solution is agreed and endorsed by Council.</p> | 300 000 |
| 10 | <p>Main Street Improvement Program</p> <p>This funding allocation is for infrastructure and improvement projects for the four main street precincts.</p> | 200 000 |
| 11 | <p>Brown Hill Keswick Creek (BHKC)</p> <p>The City of Unley together with the Cities of Burnside, Mitcham, West Torrens and the Corporation of the City of Adelaide have collaborated to develop a catchment based approach to mitigating flood risk and use of stormwater where feasible in the Brown Hill and Keswick Creek catchment.</p> <p>Council's contribution to the BHKC Project for 2017-18 is estimated at \$1.7m with proposed works relating to the construction of a wetland in Victoria Park, rehabilitation along priority stretches of the creek channel and the forming of a regional subsidiary.</p> | 1 713 000 |

| | Title | Net Expenditure \$ |
|-----------|--|-----------------------------------|
| 11 | <p>Digital Services Program (technology for communication, systems and engagement)</p> <p>Stage 1 of the Digital Services program (2016-2018) seeks to enhance and modernise existing online functionality and add new delivery and self-help functions including:</p> <ul style="list-style-type: none"> • Unley Online providing improved customer interface and functionality • Public web mapping • Customer service web chat | 55 000 |
| 12 | <p>Capitalised Project Delivery Costs including Overheads</p> <p>These are internal project management costs to deliver the projects listed.</p> | 232 000 |
| | New Capital | \$3 690 000 |

Appendix 3 - 2017-18 Proposed Capital Renewal Program by Asset Class

| Asset Category | Expenditure \$ | Income \$ |
|---|-------------------|----------------|
| Bridges | 100 000 | |
| Bus Shelters | 66 000 | |
| Car Parks | 44 000 | |
| Drains and Stormwater | 872 000 | |
| Footways* | 1 041 000 | |
| IT Equipment | 750 000 | |
| Kerb and Water table | 438 000 | |
| Plant and Equipment | 1 084 000 | 229 000 |
| Property ** including: <ul style="list-style-type: none"> • Buildings • Public Toilets • Swimming Facility • Office Furniture and Equipment | 873 000 | |
| Reserves / Recreation and Open Space*** | 493 000 | |
| Roads**** | 1 127 000 | |
| Signs | 16 000 | |
| Street lighting | 25 000 | |
| Streetscape | 110 000 | |
| Traffic Facilities | 27 000 | |
| Project Delivery Costs including Corporate Overhead | 608 000 | |
| Total | 7 674 000 | 229 000 |
| Net Capital Renewal Program | 7 445 000 | |

***Footways**

| Street Name | Suburb | Ward |
|------------------------------|---------------|--------------------|
| Eglington Avenue | Black Forest | Clarence Park |
| Hill Court | Black Forest | Clarence Park |
| Winfred Avenue | Black Forest | Clarence Park |
| Greville Street | Fullarton | Fullarton |
| White Avenue | Fullarton | Fullarton |
| Wycliff Avenue | Fullarton | Fullarton |
| Burnham Avenue | Myrtle Bank | Fullarton |
| Grove Avenue | Everard Park | Goodwood |
| Aroha Terrace | Forestville | Goodwood |
| Charles Street | Forestville | Goodwood |
| Nairne Terrace (Shared Zone) | Forestville | Goodwood |
| Newman Street | Forestville | Goodwood |
| Florence Street | Goodwood | Goodwood |
| Harvey Street | Goodwood | Goodwood |
| Myra Street | Parkside | Parkside |
| Nelly Street | Parkside | Parkside |
| Pine Street | Parkside | Parkside |
| St Helen Street | Parkside | Parkside |
| Mornington Road | Unley | Unley |
| Caroona Street | Hyde Park | Unley Park |
| Hague Avenue | Hyde Park | Unley Park |
| Mann Street | Hyde Park | Unley Park |
| Alexander Avenue | Millswood | Unley Park |
| Vardon Terrace | Millswood | Unley Park |
| Nanthea Terrace North | Unley Park | Unley Park |
| Nanthea Terrace South | Unley Park | Unley Park |
| Total | | \$1 041 000 |

For footpaths forming part of the footways asset category, Council has endorsed an asset management plan schedule to replace all asphalt to pavers based on current service standards. Currently, it is anticipated that the City of Unley will be fully paved by June 2019.

**** Property**

| Property Classification | Facilities | Cost \$ |
|--------------------------|--|------------------|
| Civic Community | Civic/Town Hall Community Centres Museum Libraries Swimming Centre | 244 000 |
| Civic Operations | Depot Public Toilets Grandstands/Oval | 5 000 |
| Civic Operations : other | Mount Osmond Landfill Site | 36 000 |
| Lease Commercial | 73 King William Rd | 30 000 |
| Lease Community | Unley Park Sports Club, Sturt Bowling Club Goodwood Community Centre Goodwood Oval Precinct 39 Oxford Terrace, Unley | 265 000 |
| Multi Category works | | 260 000 |
| Office Equipment | | 33 000 |
| Total | | \$873 000 |

*****Reserves / Recreation and Open Spaces**

| Location | Description |
|--------------------------|--|
| Heywood Park | Play equipment renewal & upgrade |
| Scamell Reserve | Park fencing Park furniture Park lighting renewal |
| Soutar Park | Irrigation renewal |
| Windsor St (shared path) | Lighting renewal and upgrade Stage 2 |
| Various Parks | Bin surrounds, fencing, seats, signage, paths, lighting, soft fall and other minor items |
| Various Parks | Back flow prevention devices (compliance) |
| Various | Street furniture renewal and upgrade |
| Total | \$493 000 |

****Roads

| Street | From | To | Suburb |
|-----------------------------|------------------|--|--------------------|
| Kenilworth Road | Glen Osmond Road | Dudley Street | Parkside |
| Grace Street | Weller Street | King William Road | Goodwood |
| Macklin Street | Kenilworth Road | Davey Street | Parkside |
| Weller Street | Albert Street | Mitchell Street | Goodwood |
| Wood Street | Mitchell Street | Northgate Street | Millswood |
| King William Road | Various | Continuing the program of localised pavement reconstruction to patch priority defect areas | |
| Crack sealing various roads | Various | Maintenance patching to localised defects | |
| Total | | | \$1 127 000 |

Appendix 4 – Rates Assistance Available

Rebate of Rates – Under Sections 159-165 of the Local Government Act 1999

A rebate of rates in respect of any rateable land in the Council area will be available only when the applicant satisfies the requirements under the Act.

Discretionary Rebate of Rates – Under Section 166 of the Local Government Act 1999

In February 2017, Council endorsed a revised Rate Rebate Policy with a key principle that all ratepayers should contribute an amount towards basic service provision. As such the new Policy proposes a maximum discretionary rebate of 75%.

Applications for discretionary rebates for the 2017-18 rating year will need to be received by 1 May 2017 to be considered in accordance with the statutory provisions of Section 166 of the Local Government Act 1999. Further information should be obtained from Council's Rate Rebate Policy.

State Government Pensioner and Seniors Concessions

The State Government previously funded concessions on Council rates but abolished such concessions with effect from 30 June 2015.

From 1 July 2015, the State Government has elected to replace these concessions with a single "cost-of-living payment" provided directly to those entitled. This payment may be used for any purpose, including offsetting Council rates.

To check eligibility, contact the Department for Communities and Social Inclusion (DCSI) Concessions Hotline 1800 307 758 or at www.sa.gov.au/

Alternative Payment Arrangements

Council provides that any ratepayer who may, or is likely to, experience difficulty with meeting the standard rate payment arrangements may contact the Council to discuss options for alternative payment arrangements. Such enquiries are treated confidentially and are assessed on a case-by-case scenario.

Postponement of Rates in Cases of Hardship

In accordance with Section 182 of the Act, a postponement of rates may be granted if Council is satisfied that the payment of these rates would cause hardship. Council may, on application and subject to the ratepayer substantiating the hardship, consider granting a postponement of payment of rates in respect of an assessment on the condition that the ratepayer agrees to pay interest in the amount affected by the postponement at the cash advance debenture rate calculated monthly and if the ratepayer satisfies the following criteria:

- The property is the principal residence of the ratepayer and is the only property owned by the ratepayer, and
- The property has been owned by the ratepayer and has been their principal residence for more than five years, and

- The ratepayer is able to produce one of the following identification cards
 - Pensioner Concession Card – Centrelink
 - Pensioner Concession Card – Veterans Affairs
 - TPI Card – Veterans Affairs, or
- Can demonstrate to Council they are a self-funded retiree with a household income of less than \$30 000 per year.

All applications for postponement of rates will be assessed on a case-by-case basis and are not contingent on the level of increase in rates payable. All such enquiries and submissions will be treated confidentially.

Postponement of Rates for Seniors

In accordance with Section 182A of the Act, a person may apply to Council for a postponement of the payment of the prescribed proportion of rates for the current or future financial year. Council may, on application and subject to the ratepayer meeting the criteria, postpone payment of a proportion of rates in respect of an assessment on the condition that the ratepayer agrees to pay interest on the amount affected by the postponement at the cash advance debenture rate calculated monthly and if the ratepayer satisfies the following criteria:

The person is a prescribed ratepayer, or is the spouse or domestic partner of a prescribed ratepayer, and

- The ratepayer or their spouse hold a State Seniors Card, and
 - The property is owned and is the principal place of residence of the State Seniors Card holder and/or spouse (that is, the property is lived in most of the time), and
 - If the ratepayer has a registered mortgage on the property prior to 25 January 2007, or has over 50% equity in the property, and
 - That no person other than the Seniors Card holder and/or his/her spouse has an interest as an owner in the property.
- If a person has applied for the benefit of a postponement of rates under section 182A and an entitlement to a postponement ceases to exist, the owner of the land must, within 6 months from the day in which the entitlement ceased, inform the council in writing of that fact (unless the liability to the relevant rates has been discharged). Failure to do so could lead to a maximum penalty of \$5 000
- Where an amount is not paid in accordance with the general rate notice but is capable of being the subject of a postponement (eg. in excess of the prescribed amount \$500) under section 182A of the Local Government Act it will be taken to be subject to postponement under that section
- Prescribed interest is applied to the amount of rates postponed, which is charged and compounded monthly on the total amount postponed, until the debt is paid.

All applications for seniors' postponement of rates will be assessed on a case-by- case basis. All such enquiries and submissions will be treated confidentially.

Appendix 5 2017-18 Proposed Operating Budget by Program

| Budget Program | Program Description | Draft 2017-18 | | |
|--|---|----------------------------|---------------------------------|--|
| | | Operating Income \$000s | Operating Expenditure \$000s | Net Expenditure / (Revenue) \$000s |
| City Development Management | Provides general management, executive support and leadership to the services provided by City Development and to Elected Members | | 475 | 475 |
| Operational Services | Provides maintenance services to Council's infrastructure, property, open space, street and park trees, plant and equipment assets | 1,137 | 11,553 | 10,416 |
| Property Services | Provides sustainable strategic management of Council's building and property asset portfolio | 384 | 3,190 | 2,806 |
| Strategic Asset Management | Provides sustainable strategic management of Council's asset portfolio | | 559 | 559 |
| Waste Management | Collection and disposal of general waste, kerbside recycling, green waste and the hard rubbish collection service | 81 | 3,657 | 3,576 |
| Environmental Initiatives | Drive improved environmental sustainability through policies, strategies, programs and projects. | | 122 | 122 |
| Transportation & Traffic | Coordination, administration and support to provide an effective, safe and equitable management of transport spaces for all modes, ratepayers and visitors to improve local accessibility and safety | 51 | 575 | 524 |
| Urban Design | Development and management of high quality public realm and open space. Coordination, administration and support to provide an effective, safe and equitable management of movement spaces for all modes, ratepayers and visitors to improve local accessibility and safety | | 368 | 368 |
| Urban Policy Planning | Investigate and prepare Council planning strategy, policy and Development Plan Amendments and review State Government strategic, policy and operations directions | | 225 | 225 |
| City Services Management | Provide general management, executive support and leadership on the services and programs provided by City Services and to Elected Members | | 542 | 542 |
| Active Ageing | Coordination, administration and support for community based services and projects aimed at facilitating independence and promoting social inclusion | 1,240 | 1,431 | 191 |
| Arts & Cultural Development | Provision of Art and Cultural Development programs to support a vibrant and active community | 5 | 142 | 137 |
| Community Bus Program | A community transport service within the City of Unley provided by fully trained and accredited volunteer drivers, aimed at improving mobility plus connection to more City Services | 20 | 125 | 105 |
| Community Centres | Management and provision of a thriving network of Community Centres that promote social inclusion, belonging and connection | 356 | 813 | 457 |
| Community Development & Wellbeing Management | Provide management, support and leadership of the projects, programs and services provided by the Community Development & Wellbeing Team. | | 235 | 235 |
| Community Grants | Funding for community organisations, groups and individuals to implement programs and initiatives that promote community connectivity, belonging, participation and cultural diversity | | 124 | 124 |

| Budget Program | Program Description | Draft 2017-18 | | |
|-------------------------------|--|-------------------------|------------------------------|------------------------------------|
| | | Operating Income \$000s | Operating Expenditure \$000s | Net Expenditure / (Revenue) \$000s |
| Community Events | Efficient and effective coordination of Council-run community and cultural events and activities, as well as the successful facilitation and attraction of external events into the City of Unley to encourage place activation, cultural celebration & vibrancy | | 179 | 179 |
| Recreation & Sport Planning | Supporting a healthy and active community through the provision of structured and unstructured recreation, sport and leisure programs and facilities | | 115 | 115 |
| Unley Swimming Centre | Provision of a premier outdoor swimming facility, encouraging community health, wellbeing and water safety | 774 | 1,007 | 233 |
| Volunteer Development | Coordination, administration and support for community based volunteer services and projects. | | 113 | 113 |
| Youth Development | Engage and empower young people in the community by identifying, developing and providing activities, programs and events | | 92 | 92 |
| Animal Management | Promote community safety through education, awareness and compliance with the legislation relating the <i>Dog and Cat Management Act</i> and <i>Local Government Act</i> | 176 | 244 | 68 |
| Development Services | Planning and building control within the City in accordance with the <i>Development Act</i> and Regulations and other legislative requirements | 369 | 1,750 | 1,381 |
| Parking Enforcement | Promote community safety through education, awareness and compliance with the legislation relating to the Road Traffic Act and <i>Local Government Act</i> and Council By Laws | 831 | 599 | (232) |
| Public & Environmental Health | Promote community health and safety through education, awareness and compliance with the legislation relating to the <i>Environment and Protection Act</i> and the <i>Local Government Act</i> | 37 | 428 | 391 |
| Customer Experience | Coordinate and manage the City of Unley brand through customer service, provision of frontline customer service plus resolve customer enquiries and build goodwill within the City of Unley community | 12 | 634 | 622 |
| Library Services | Provision of Library services, programs and facilities to encourage literacy, lifelong learning and social inclusion and connection | 352 | 2,085 | 1,733 |
| Unley Museum | Provision of the Unley Museum to showcase the cultural heritage and history of the area through the provision of collection, exhibitions and programs | 5 | 133 | 128 |
| Office of the CEO | Organise and manage the good governance of the City of Unley, including support for Elected Members and Civic Functions | 306 | 1,011 | 705 |
| Economic Development | Manage the implementation, monitoring and evaluation of economic development activities and strategic initiatives within the City of Unley | 322 | 532 | 210 |
| Strategic Projects | Facilitating delivery of major strategic initiatives from 4 Year Delivery Plan and Community Plan | | 215 | 215 |
| Governance & Risk | Undertakes administration of legislative and corporate governance requirements, and maintains robust controls through risk management and internal audit oversight | 3 | 931 | 928 |
| Marketing & Communications | Coordinate and manage the City of Unley reputation and brand in digital and printed communications and media relations | 12 | 434 | 422 |

| | | Draft 2017-18 | | |
|--------------------------------|---|----------------------------|---------------------------------|--|
| Budget Program | Program Description | Operating Income \$000s | Operating Expenditure \$000s | Net Expenditure / (Revenue) \$000s |
| Business Support & Improvement | Provides general management, executive support and leadership to the services provided by Business Support & Improvement Division and supports Elected Members | | 502 | 502 |
| Business Systems & Solutions | Manages and maintains Council's Information Communication Technology infrastructure, applications and supporting systems to provide high levels of secure service that supports business operations and performance | | 1,759 | 1,759 |
| Corporate Activities | The accumulation of corporate costs including leave on-costs, treasury management, levy and taxes and insurances | 2,018 | 3,018 | 1,000 |
| Culture & Business Capability | This service supports the continuous improvement of overall business capability focused on the provision of 'best value' services to customers. Critical to improved business capability and customer experience is having the best organisational culture possible | | 324 | 324 |
| Finance & Procurement | Delivers accounting, financial, procurement and treasury management services required to support Council's operations, including statutory and financial reporting obligations | 38,380 | 1,349 | (37,031) |
| Human Resources | Provides support in recruitment, change management, employee relations, injury management, Occupational Health Safety and Welfare | 0 | 937 | 937 |
| Total | | 46,872 | 42,527 | (4,345) |

DECISION REPORT

REPORT TITLE: DRAFT COMMUNITY PLAN AND 4 YEAR DELIVERY PLAN.

ITEM NUMBER: 833

DATE OF MEETING: 27 MARCH 2017

AUTHOR: PETER TSOKAS

JOB TITLE: CHIEF EXECUTIVE OFFICER

EXECUTIVE SUMMARY

In 2016, consultants were engaged to undertake a strategic efficiency and effectiveness review of the organisation. One of the areas reviewed was the City of Unley's strategic planning framework. In particular, it was identified that the current 4 Year Plan was ambitious and lacked the clarity in terms of Council's role in delivering elements of the 4 Year Plan and Community Plan.

In the second half of last year, Council commenced the process of reviewing its Community Plan and developing a new 4 Year Plan. The Elected Members have actively been involved in developing these plans and these are now presented to Council for approval for the purposes of community consultation in May.

Following the community consultation phase, any feedback received will be provided to Council for consideration prior to the finalisation of the two Plans.

RECOMMENDATION

That:

1. Council adopt the draft Community Plan and 4 Year Delivery Plan for the purposes of community consultation as described in the report. Feedback from the community consultation process be provided back to Council prior to the final adoption of the 2017-18 Budget.

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1. RELEVANT CORE STRATEGIES/POLICIES

1. Emerging – Our Path to a Future City
2. Living – Our Path to a Vibrant City
3. Moving – Our Path to an Accessible City
4. Greening – Our Path to a Sustainable City
5. Organisational Excellence – Our Path to a Robust and Sustainable Organisation

2. DISCUSSION

In 2016, consultants were engaged to undertake a strategic efficiency and effectiveness review of the organisation. One of the areas reviewed was the City of Unley's strategic planning framework. The findings of the review can be summarised as follows:

- The City of Unley's strategic planning framework is grounded in the Community Plan 2033 supported by the 4 Year Plan 2013-17. These are in turn supported by a number of Strategies and Plans relating to specific areas such as Transport, Libraries etc.
- The Council has a Long Term Financial Plan and Asset Management Plan that are key to the delivery of the 4 Year Plan and Community Plan.
- There is some fragmentation between the Community Plan and 4 Year Plan. In particular, it was noted that the Community Plan had 4 themes (Emerging, Living, Moving and Greening) while the 4 Year Plan had a 5th theme of organisational excellence. While this in itself was not seen to be a problem, it was noted that the lack of integration into the rest of the planning documents could limit the clear line of sight to delivery.
- The current 4 Year Plan is an ambitious (perhaps unrealistic) Plan with many initiatives scheduled to be delivered in the 4 year timeframe.
- The lack of clarity in Council's role in delivering elements of the 4 Year Plan and Community Plan can lead to resources not being utilised efficiently or effectively.
- The Community Plan listed proposed indicators while the 4 Year Plan listed strategies and supporting initiatives. This was noted as being structurally confusing.
- While there were links between the Community Plan and 4 Year Plan in terms of outcomes/ objectives, indicators, strategies and supporting initiatives, these were not documented in a manner that was easy to follow.
- The bulk of the indicators and initiatives lacked specific outputs or measures. This lack of specificity makes it difficult to objectively assess whether outcomes have been achieved.
- There was also a lack of connectivity between the Annual Business Plan and 4 Year Delivery Plan with some annual budget initiatives not clearly linked to the outcomes of the 4 Year Plan.
- Some of the supporting strategies/ plans seemed to be discretionary and/or out-dated.

All these factors can result in significant effort (as well as duplication and rework) during the Council's strategic planning cycle.

Considering the findings from the consultant, the Elected Members and Executive commenced a process to develop stronger integration between Council's strategic planning documents. The Elected Members have actively owned the development of these two Plans and through a series of workshops, the current Community Plan has been refined and a new 4 Year Delivery Plan has been developed.

The draft Community Plan is attached as Attachment 1 to Item 833/17, and the draft 4 Year Delivery Plan 2018-21 is attached as Attachment 2 to Item 833/17.

Attachments 1 and 2

Some improvements of the two Plans include:

- Consistency in the number of themes (four: Community Living, Economic Prosperity, Environmental Stewardship and Civic Leadership).
- Inclusion of Measurable Goals in the Community Plan.
- Inclusion of specific outcomes in the 4 Year Delivery Plan that are directly linked to the goals in the Community Plan.
- The 4 Year Delivery Plan provides focus on priority outcomes rather than a list of projects or initiatives.
- Measurable goals and outcomes provide better connectivity to the annual budget and enables Council to objectively assess achievement.

It is now timely that community feedback be sought on the two draft Plans before Council endorse the final versions. Given that community consultation will commence in May 2017 on the draft 2017-18 Annual Business Plan (they are also strategically linked), it is an opportune time to undertake consultation on these two draft Plans during the same period.

Specifically, community consultation will occur between the 3 and 26 May 2017, and the following mediums will be used:

- Advertising in the Eastern Courier Messenger
- Online consultation on Your Say Unley
- Notification on Council's website with appropriate links to the Plans and Your Say Unley
- Advertising in the Unley Life Column
- Development of a video for social media and website

It is also proposed to hold three public meetings during the consultation period at various locations and times.

| Location | Date | Time |
|---------------------------------|-------------|--------------------|
| Civic Centre | 24 May | 5.30 till 6.30pm |
| Fullarton Park Community Centre | 16 May | 2 till 3 pm |
| Goodwood Library | 15 May | 10.30 till 11.30am |

Next Steps

Work will soon begin on expanding the 4 Year Delivery Plan to identify and document all the services provided by Council that support the outcomes of the Plan. This will then cascade down to the Annual Business Plan. At the end of the process, there will be a clear link between the Community Plan, 4 Year Delivery Plan and Annual Plan that will enable Council to demonstrate how the services it provides support the achievement of its goals and outcomes.

In the second half of the year, it is proposed that Council commence the development of a Target Operating Model. This future business model will establish the principles, framework and delivery model options for the services that Council wants to provide to the Community and the level it provides them. This proposal has been put forward to Council to consider as part of the 2017/18 Budget process.

ANALYSIS OF OPTIONS

Option 1 – Council adopt the draft Community Plan and 4 Year Delivery Plan for the purposes of community consultation as described in the report. Feedback from the community consultation process be provided back to Council prior to the final adoption of the 2017-18 budget.

Under this option, feedback will be sought from the community on both Plans as described in this report. Community feedback will be reported back to Council for consideration in time for any changes that may affect the 2017-18 Annual Budget.

This option also provides an opportunity to absorb the extra cost of consultation should the Community Plan, 4 Year Delivery Plan and draft Annual Business Plan and Budget occur at the same time.

Option 2 – Council make further changes to the draft Community Plan and 4 Year Delivery Plan.

Any agreed changes at this stage will not affect the proposed Consultation Plan.

Should Council wish to delay the timing of the consultation on these Plans, it would mean that consultation would not coincide with the planned consultation of the draft Annual Business Plan and Budget. This would mean that any feedback on these Plans could not be able to be considered in time to adopt next year's budget. This delay would also result in an increase in operating expenditure.

4. RECOMMENDED OPTION

Option 1 is the recommended option.

5. POLICY IMPLICATIONS

5.1 *Financial/budget*

There is a funding allocation of approximately \$2,000 for consultation. This covers the cost of preparing the advertising material and the cost of local advertising.

5.2 *Legislative/Risk Management*

The Consultation Plan described in this report meets legislation requirements.

5.3 *Stakeholder Engagement*

As discussed earlier in this report, consultation will occur between the 3 and 26 May 2017.

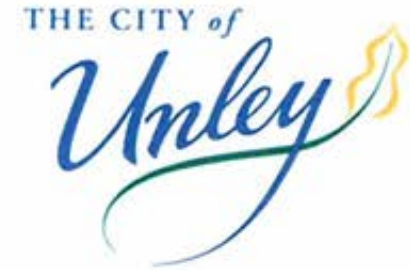
6. ATTACHMENTS

1. Draft Community Plan
2. Draft 4 Year Delivery Plan

7. REPORT AUTHORISERS

| <u>Name</u> | <u>Title</u> |
|--------------------|-------------------------|
| Peter Tsokas | Chief Executive Officer |

Community Vision



Our City is recognised for its enviable lifestyle, environment, business strength and civic leadership.

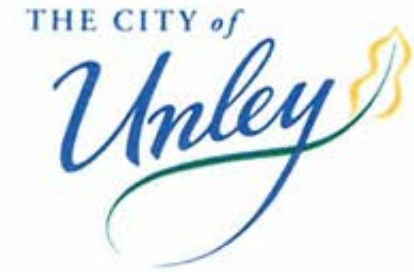
Community
Living

Economic
Prosperity

Environmental
Stewardship

Civic
Leadership

Community Living



Vision

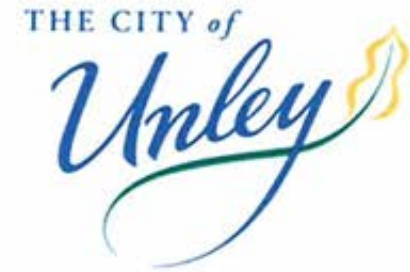
People value our City with its enviable lifestyle, activities, facilities and services

Goal

Our residents (compared to the average metro Adelaide):

- **Are the healthiest**
- **Have the highest participation rates in volunteering, community activities, and education**
- **Have an unemployment rate 1% below the national average**
- **Are a strong active community of 45,000**
- **Have an average income per capita within the top 3**

Economic Prosperity



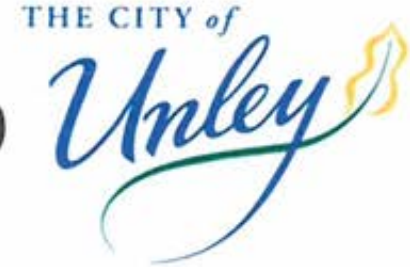
Vision

- **Our Businesses are valued because of the range of goods, services and facilities they provide.**
- **New businesses and entrepreneurs are supported; not burdened with bureaucracy**

Goal

- **The net increase in businesses starting up and operating in our City is above the national average of 1%.**
- **The average business vacancy rate across the City is below 3%**

Environmental Stewardship



Vision

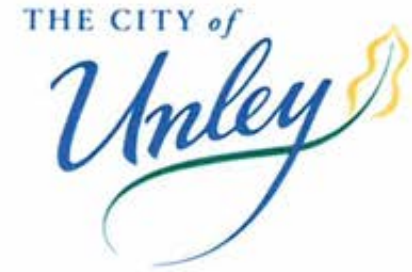
We are committed to:

- **maintaining and enhancing our urban environment**
- **strengthening our resilience to climate change**

Goal

- Maintain 26% tree canopy cover in the City
- Have a greater than 75% diversion of waste to landfill
- 15% reduction in carbon emissions from Council operations
- Reduction in the use of metered water across the City
- Be recognised for creating innovative urban design through awards (such as UDIA)

Civic Leadership

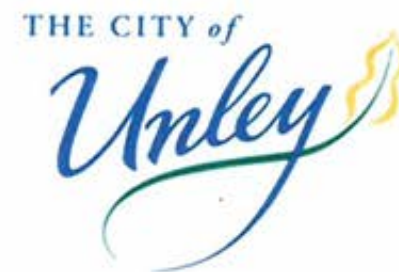


Vision

Council will listen to the community and make transparent decisions for the long term betterment of the City.

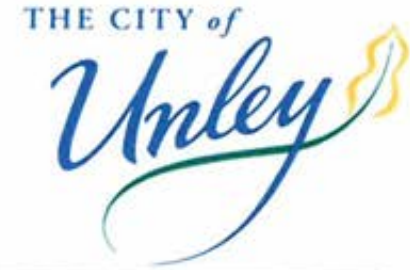
Goal

Independent, objective analysis confirms that we providing strong leadership.



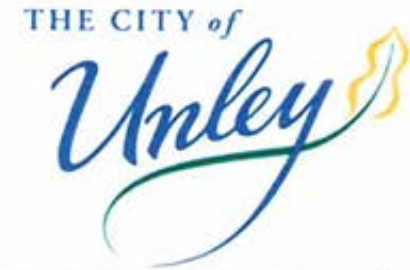
Proposed 4 Year Delivery Plan

Community Living – outcomes



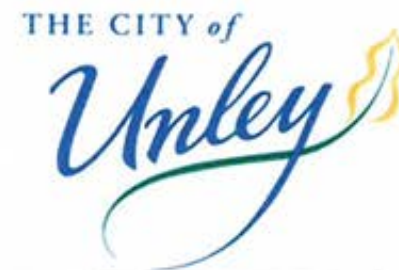
1. We understand the community's needs and ensure the availability of a broad spectrum of opportunities for participation in the community:
 - Volunteering program coordination
 - Lifelong learning opportunities
 - Supporting vulnerable people to live independent and socially active lives
 - Cultural and heritage activities, and events
 - Recreational, health, fitness, and well-being activities
2. Orientate regulatory, compliance and development activities to enhance community safety and confidence in the governance of business, leisure, and visitor activities in the City.
3. Ensure that Council's movement, connectivity, and access plans enable residents to take advantage of the benefits of living in, working in, and enjoying Unley.
4. Manage Council's parks, streets, and properties in order to support active, multi-use, and functional spaces and places for all residents.

Economic Prosperity – outcomes



1. Implement initiatives that support the development of the Unley Central Precinct
2. Remove barriers in our regulatory and control instruments to encourage the establishment of businesses and gain appropriate development in the City
3. Develop formal partnerships with stakeholders in the City (business associations and governments on a regional, state, and local level) to proactively drive the attraction and retention of businesses.
4. Support the main streets in the City and other areas of growing business activity as thriving destinations.
5. Establish a Council-led client management and one-stop- shop approach to businesses in our City.

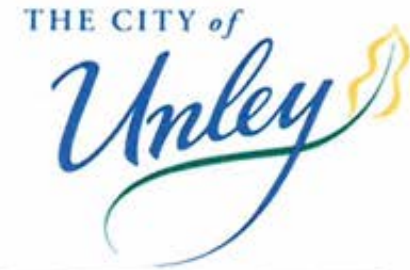
Environmental Stewardship – outcomes



Provide leadership to the City's residents to improve the City's environmental sustainability by:

1. Achievement of the Council's Environmental Strategy
2. Reviewing development controls and Council's asset management plans to increase the green canopy and multi use green space to 5000 sqm.
3. Encourage the use of alternative modes of transport through education, promotion, and management of the City's infrastructure.
4. Achieving the diversion from landfill of 70% of waste collected at the kerbside.
5. Implementing LED street lighting in 70% of Unley streets.
6. Advocating that all new developments achieve the standards of access to sunlight within the Environmental Strategy.

Civic Leadership – outcomes



1. The Council (Mayor and Councillors) will undertake a training plan to be the best civic leaders (EM's) in local government
2. Align the organisation to support and advocate for the current and future citizens and their interests through:
 - Doing business from the customer's viewpoint
 - Providing demonstrably the best value in the services provided
 - Having talented staff who are empowered and expected to solve issues
 - Talented staff who are empowered and expected to solve issues
3. Identify the services that the Council is able to potentially provide to other users on a commercial basis
4. Actively pursue the establishment of shared services leading to regional partnerships.
5. Implement a property investment/divestment strategy that will support the achievement of Council's goals

INFORMATION REPORT

REPORT TITLE: ANIMAL MANAGEMENT PLAN 2016-2020
YEAR 1 ANNUAL REPORT

ITEM NUMBER: 834

DATE OF MEETING: 24 APRIL 2017

AUTHOR: LUKE MANUEL

JOB TITLE: TEAM LEADER REGULATORY SERVICES

EXECUTIVE SUMMARY

To provide Council with an annual report on the first year of the Animal Management Plan 2016-2020.

RECOMMENDATION

MOVED:
SECONDED:

That:

1. The report be received.
-

1. **RELEVANT CORE STRATEGIES/POLICIES**

- *Dog and Cat Management Act 1995, Section 26A.*

2. **BACKGROUND**

The City of Unley has a five year Animal Management Plan that was endorsed by Council in December 2015. This Animal Management Plan was developed to guide the City of Unley's management of dogs and cats from 2016-2020, as required by legislation. Council's plan also encompasses the management of other animals and pests, however it is important to note that these are discussed separately as they are not covered under the same statutory requirements as dogs and cats.

The plan complies with Section 26A of the *Dog and Cat Management Act 1995* which requires every council in South Australia to prepare a plan relating to the management of dogs and cats within its area. The first year of implementation has now been completed and this report summarises the first year's progress.

3. **DISCUSSION**

The City of Unley Animal Management Plan 2016-2020 outlines Council's vision and mission for animal management as being:

Vision - *"A city that encourages a culture of responsible pet ownership"*

Mission - *"The City of Unley will work with community to provide a harmonious environment for people and pets through leadership and education in animal management. All animals will be treated with respect and in a humane manner"*

The Plan is structured according to seven priority areas. Each priority area has one or more objectives and an action plan that details the new actions Council will undertake over five years to achieve the animal management goals and objectives.

The Plan contains a set of Key Performance Indicators that will be used to monitor Council's progress in achieving its animal management goals and objectives.

There are a total of 27 actions across the priority areas for year one of the Animal Management Plan. Twenty-six of the actions have been completed resulting in improvements in education and promotional strategies to dog owners as well as process improvements regarding animal management, further improving on the gains from the previous years.

There is one outstanding action from year one which is to “Develop a voucher scheme to promote micro-chipping of dogs in conjunction with local vets” which will be carried over to year two actions. A summary of the 27 actions is contained in Attachment 1 to Item 834/17.

Attachment 1

Council’s previous Animal Management plan had five Key Performance Indicators. In the 2016-2020 Plan, key performance indicators have been expanded to eight. Seven out of the eight Key Performance indicators have been met for the first year of the plan as shown below:

| | KPI: | 2015 Statistics: | 2016 (Year 1) Statistics: | KPI: |
|----|--|---|---|-------------|
| 1. | Percentage of registered dogs | (4238 registered/5322 x100) 80% | (4375 registered/5322 x100) 82% | 80% |
| 2. | Percentage of micro-chipped dogs | (3456 micro chipped/4238 registered x100) 82% | (3700 micro chipped/4375 registered x100) 85% | 75% |
| 3. | Percentage of de-sexed dogs | (3613 de-sexed /4238 registered x100) 85% | (3746 micro chipped/4375 registered x100) 85% | 85% |
| 4. | Percentage of trained dogs | (728 trained dogs/4238 registered x100) 17% | (788 trained dogs/4375 registered x100) 18% | 20% |
| 5. | Percentage of dogs wandering | (264 wandering/4238 x 100) 6% | (235 wandering/4375 x 100) 5% | 5% |
| 6. | Percentage of dog attack/harassment complaints | (32 attacks/39,014 population x100) 0.082% | (28 attacks/39,014 population x100) 0.072% | 0.5% |
| 7. | Percentage of barking dog complaints | (72 complaints 39,014 population x100) 0.18% | (83 complaints 39,014 population x100) 0.21% | 1.5% |
| 8. | Dog reclaim rate | (48 reclaimed & rehomed/51 impounded x100) 94% | (39 reclaimed & rehomed/41 impounded x100) 95% | 90% |

The percentage of trained dogs is the one KPI that has not been achieved for the first year of the plan. It is encouraging that the percentage of trained dogs has risen from 16% in 2014 to 18% in 2016. One of the actions for 2016/17 is to increase the registration rebate to encourage dog training. This rebate is currently set at 10% and is planned to increase to 20% in 2017/18 to provide further incentive for dog training.

Council has continued to see improvement in the areas of micro chipping, dog attacks/harassment complaints and trained dogs which is encouraging. There has been a minor increase in barking dog complaints for 2016 however the

overall percentage is significantly less than the KPI. The team continue to focus on educating the community on animal management issues which undoubtedly has had a positive impact on responsible pet ownership in the City of Unley.

4. ATTACHMENTS

- 1: Animal Management Plan 2016-2020 Year One Summary of Actions.

Summary of Actions in the
City of Unley Animal Management Plan 2016-2020

| YEAR 1 – 2016/17 | | | | |
|-------------------------|---|------------------|-----------------------|---|
| | Action | Resources | Responsibility | Progress |
| | Continue with current registration practices including new registrations, renewals and collection of data. | Existing | Lisa/Luke | Completed |
| | Continue to prepare media releases on the need for and benefits of dog registration and implications of having an unregistered dog. This may include information in Unley Life Magazine, local Messenger and Council's website and Facebook page. | Existing | Lisa/Luke | Completed - 5 year media plan created through Comms team. |
| | Assign overall responsibility for implementation of the Plan to the Team Leader of Regulatory Services. | Existing | Luke | Completed |
| | Submit the Plan to the Dog and Cat Management Board for approval. | Existing | Luke | Completed |
| | Assign staff responsibilities for the implementation of individual actions | Existing | Luke | Completed |
| | Collect and record relevant dog and cat statistics and provide data to Dog and Cat Management Board as required. | Existing | Lisa/Luke | Completed |
| | Review agreement with All Pets Boarding Village as a temporary holding facility. | Existing | Roger/Ken | Completed – This is the only suitable holding facility that it geographically close to the UCC and is approved by the board. Will continue with our current arrangement. |

| | | | | |
|--|---|----------|----------------|--|
| | Prepare media releases on the need and benefits of keeping dogs safe and secure and implications if they wander. This may include information in Unley life Magazine, local Messenger, Council's website and Facebook page. | Existing | Lisa/Luke | Completed – Included in media plan with comms |
| | Discontinue use and hire of citronella collars as an anti barking device. This device does not comply with RSPCA and AVA best practice. | Existing | Roger/Ken/Lisa | Completed |
| | <p>Review and update neighbour letter and barking tips sheet including:</p> <p>Removal of reference to use of anti-barking collars</p> <ul style="list-style-type: none"> • Include link to RSPCA list of Force- Free Dog Trainers in letter for information to dog owners • Fact sheet 'tips for reducing barking' to be modified and based on Dr. P. McGreevy, Ethology of Barking (Appendix F) | Existing | Roger/Ken | Completed – Neighbor letter and diary reviewed and updated. Links to website added for both force free trainer and fact sheet link. |
| | Prepare media releases on the reasons 'why dogs bark and ways to reduce excessive barking'. This may include information in Unley Life Magazine, local Messenger and Council's Facebook page. | Existing | Lisa/Luke | Completed – Included in media plan with comms |
| | Increase registration rebate to encourage dog training | Existing | Luke/Lisa | Completed – Rebate increased from 10% to 20%. |
| | <p>Promote benefits of positive reinforcement, Force-Free dog training as Council's preferred method including:</p> <ul style="list-style-type: none"> • Inclusion of link to the RSPCA Force-Free dog trainers list on Council's website | Existing | Lisa/Roger/Ken | Completed – Website link added. GI's promote force free training as required. |

| | | | | |
|--|--|----------|-------------------------------|---|
| | Prepare media releases on the importance of dog training and appropriate puppy socialisation. This may include information in Unley Life Magazine, local Messenger and Council's website and Facebook page. | Existing | Lisa/Luke | Completed – Included in media plan with comms |
| | Promote DCMB's Living Safely with Pets Program to local schools in the City of Unley | Existing | Lisa | Completed – Sent to schools annually. |
| | Continue to negotiate with Adelaide City Council to develop a dog park in the South Parklands. | Existing | John Wilkinson | Completed – Discussions with ACC indicate there is a proposal for a dog park in Park 19 however the timing and details are uncertain at this stage. |
| | Facilitate engagement of Animal Management Officers (AMO) in planning and design of public parks/reserves that cater for dogs and their owners | Existing | John Wilkinson/Luke/Roger/Ken | Completed – Have liaised with John Wilkinson on 26/10 and have confirmed that he will engage with us and we will work collaboratively on these projects as required. |
| | Prepare media releases to promote requirements in new by-law (Dogs) including: <ul style="list-style-type: none"> Responsibility to carry a bag or suitable container to pick up after dogs New limits on number of dogs on private premises | Existing | Lisa/Luke | Completed – Included in media plan with comms |
| | Continue to collect and maintain data on cat complaints. | Existing | Lisa | Completed – This is an ongoing process and is reported to the DCMB annually. |
| | Collect and maintain data of other animal related requests/complaints to help guide development of future policies and strategies | Existing | Lisa | Completed – This is an ongoing process |
| | Develop a voucher scheme to promote micro- chipping of dogs in conjunction with local vets. | \$2000 | Roger/Lisa/Luke | In Progress – Meeting scheduled with GIs and Admin to map process for this project. Will carry over to year 2. |

| | | | | |
|--|---|----------|-----------|--|
| | Continue with current registration rebates to promote micro-chipping. | Existing | Lisa/Luke | Completed – Rebates approved by board and minister for 2016/17. |
| | Continue with current registration rebates to promote de-sexing. | Existing | Lisa/Luke | Completed – Rebates approved by board and minister for 2016/17. |
| | Continue to prepare media releases on the need for and benefits of micro-chipping of dogs. This may include information in Unley Life Magazine, local Messenger and Council's website and Facebook page | Existing | Lisa/Luke | Completed – Included in media plan with comms |
| | Continue to prepare media releases on the need for and benefits of de-sexing dogs. This may include information in Unley Life Magazine, local Messenger and Council's Facebook page | Existing | Lisa/Luke | Completed – Included in media plan with comms |
| | Prepare annual report on progress of actions in Plan and submit to Council. | | Luke | Completed |

DECISION REPORT

| | |
|-------------------------|---|
| REPORT TITLE: | APPOINTMENT OF DEVELOPMENT ASSESSMENT PANEL MEMBER |
| ITEM NUMBER: | 835 |
| DATE OF MEETING: | 24 APRIL 2017 |
| AUTHOR: | PAUL WEYMOUTH |
| JOB TITLE: | MANAGER DEVELOPMENT AND REGULATORY SERVICES |

EXECUTIVE SUMMARY

To enable Council to undertake the appointment of a new Independent Member to the Development Assessment Panel (DAP) following the recent resignation of Ms Barbara Norman.

RECOMMENDATION

That:

1. The report be received.
 2. A report be presented to the June 2017 Council Meeting by the General Manager City Services recommending the appointment of an Independent Member of the DAP until 18 March 2018.
 3. Ms Barbara Norman be thanked for her contribution as an Independent Member on to the City of Unley DAP for the past two years.
-

1. RELEVANT CORE STRATEGIES/POLICIES

- 1.1 Section 56A of the *Development Act 1993* – Council to establish DAP comprising of seven members (three Elected Members and four Independent Members)
- 1.2 Section 83 of the *Planning, Development and Infrastructure Act 2016* – Designated authority to establish Assessment Panels of no more than five members (one Elected Member and four Independent Members)

Note: Section 83 of the *Planning, Development and Infrastructure Act 2016* has yet to be proclaimed.

2. DISCUSSION

Background

Council has recently received notice from current Independent DAP Member Ms Barbara Norman of her resignation effective from the April 2017 meeting.

The current term of the existing seven member DAP expires on 18 March 2018. The new *Planning, Development and Infrastructure Act (PDIA) 2016* will alter the composition of future Development Assessment Panels from seven members to five, noting the decrease relates to the number of Elected Members who may participate. The PDIA commences on 1 April 2017, however the section of the Act dealing with Assessment Panels has yet to be proclaimed.

The implementation program for the new planning system identifies 1 July 2017 as the date the new Assessment Panels will commence. The Governor is expected to proclaim the date for commencement in the near future. Therefore, membership of the new Assessment Panel from 1 July 2017 will be the subject of a separate report to Council in May/June 2017.

Discussion

The *Development Act* and Council's meeting procedures are silent regarding the process for replacement of DAP members. Given that the current DAP term expires in March 2018, it is considered that a short term appointment is warranted for a seven or eight month period until March 2018.

While Council could potentially operate the DAP with one less independent member, this is not recommended given the proposed changes to reduce the membership of DAP from 1 July 2017. A short term appointment would better facilitate the new recruitment process timed for later this year to appoint four new Independent Members for a two year term until March 2020.

It is recommended that expressions of interest be sought for a short term Independent Member appointment during May 2017. In the past, an Elected Member Committee has been appointed to short list and recommend the appointment of Independent Members and the Presiding Member of the DAP to

Council. Given the short-term nature of the current appointment and that it relates to a single DAP member, it is recommended the General Manager City Services is delegated authority to facilitate the recruitment process by interviewing the applicants and make a recommendation to the June Council meeting.

3. ANALYSIS OF OPTIONS

Option 1 – A report be presented to the June 2017 Council Meeting by the General Manager City Services recommending the appointment of an Independent Member of the DAP until 18 March 2018.

The advantage of this option is that it allows for an efficient administrative process to shortlist and interview an Independent Member and provide a recommendation to the June Council Meeting. This process also removes any perception that the recommended candidate is not independent of the elected body.

Option 2 – Council appoint the following Elected Members to a steering committee to recruit and recommend the appointment of an Independent Member of the DAP until 18 March 2018. A recommendation be presented to the June 2017 Council meeting.

Councillor _____
Councillor _____
Councillor _____

The advantage of this option is that Elected Members are actively involved in the recruitment process.

The disadvantage is that this option is more time consuming and inefficient and not considered to be warranted for a short-term individual appointment.

4. RECOMMENDED OPTION

Option 1 is the recommended option.

5. POLICY IMPLICATIONS

The recommendation meets Council legislative requirements. There are no policy implications.

6. REPORT CONSULTATION

Manager Governance and Risk.

7. REPORT AUTHORISERS

| Name | Title |
|----------------|--------------------------------|
| Megan Berghuis | General Manager City Services |
| John Devine | Acting Chief Executive Officer |

DECISION REPORT

REPORT TITLE: UNLEY OVAL IMPROVEMENT PROGRAM
ITEM NUMBER: 836
DATE OF MEETING: 24 APRIL 2017
AUTHOR: DAVID LITCHFIELD
JOB TITLE: DIRECTOR, STRATEGIC PROJECTS

1. **EXECUTIVE SUMMARY**

- 1.1 The City of Unley has been working for a number of years to develop an improvement program for the facilities at Unley Oval. Improvements to date include installation of the picket fence, and the installation of the new lights for night training is underway. Sturt Football Club (SFC) and the Australian Football League (AFL – lighting project only) have contributed financially. Planning is well underway for the upgrade of the 'pirate ship' playground on the north-western mound, with procurement of equipment having commenced. New designs have been prepared for upgrades that will improve disabled access and experience when utilising the Oval.
- 1.2 The centrepiece of the improvement plan is the proposed upgrade of the Oatey Stand to accommodate new home team change rooms and warm up area, a new administrative home for the SFC, and a new spectator viewing and hospitality area. This proposed upgrade was adopted by Council as the preferred redevelopment option for Unley Oval at the Council meeting on 27 June 2016 (492/16).
- 1.3 Council was made aware of correspondence from SFC to the Mayor in the correspondence item of the February 2017 Council agenda. SFC are continuing to pursue funding options for the upgrade from both the state and Commonwealth governments, although because SFC benefits from gaming machine revenue, the main state government sporting facilities fund is not open to them. Further meetings with SFC representatives have revealed that the lack of a definitive funding commitment from the City of Unley is a constraint to the Club when discussing the project with officials from the respective governments.
- 1.4 There are a number of matters still to be resolved in regards to the upgrade. The financial arrangements that will apply for SFC in relation to the upgraded facilities also need to be resolved. The Community Land Management Plan for Unley Oval will also need to be modified to accommodate the anticipated uses of the upgraded facility.

2. RECOMMENDATION

That:

1. The report be received.
 2. Commit \$1.5 million as the Council contribution to the grandstand upgrade in 2019/20 and 2020/2021, as per the long term financial plan.
 3. Advise Sturt Football Club of Council's ability to bring this expenditure forward if required.
 4. Administration commence the work necessary to amend the Community Land Management Plan, and refer the draft amended plan back to Council for endorsement before commencing Community Engagement.
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1. RELEVANT CORE STRATEGIES/POLICIES

- 1.1 City of Unley Community Plan – Living and Greening strategies
- 1.2 Long Term Financial Plan
- 1.3 Four Year Plan 2013 -2016
- 1.4 Living Active – Sport and Recreation Plan 2015 – 2020.

2. DISCUSSION

The home and away team player facilities, and the umpires facilities, located below the McKay Stand at Unley Oval, fall short of the facilities recommended in the AFL Preferred Facilities Guidelines for State League competitions. This shortfall was one of the catalysts for the City of Unley agreeing to investigate possible upgrade options for Unley Oval. Council adopted a Preferred Redevelopment Option in June 2016.

Good progress has been made in implementing some of the lower cost measures in these upgrade plans, but the largest capital cost item is the proposed upgrades of player, officials and administration facilities at the Oval. Council has included \$300 000 in the draft 2017/18 budget for tender and construction drawings, \$1.2 million in the 2019/2020 year and a further \$300 000 in the 2020/2021 year in the current Four Year Financial Plan as its contributions towards the grandstand redevelopment. These amounts have been included on the basis that Council will agree to contribute around one third of the cost of the grandstand upgrades, although there is no resolution on the Council books to that effect.

The current status of the plans is that:

- they were produced to the extent that Council could use them as the basis for adopting their preferred redevelopment option,
- artists impressions of the redeveloped complex could be produced, and
- they were sufficiently detailed to allow construction cost consultants Rider Levett Bucknall (RLB) to provide cost estimates.

SFC has now commissioned the architects to prepare plans appropriate to allow an application for Provisional Development Plan consent to be lodged. This is the next stage in having the plans 'shovel ready'. The logical sequence is to progress to tender drawings first, then to identify a contractor for the project, and to finally commit to construction plans and drawings. Such a strategy will generally entail a further commitment to about 7% of the project cost – which is \$322 000 for a \$4.6 million project.

RLB's initial estimate of the project cost was \$4.6 million, and this is likely to escalate by 2-3% each year until constructed. With SFC commitments, possible AFL commitments, and possible City of Unley commitments, these total only half of the likely project cost, so it is necessary to seek further grant funds to deliver the project. It will assist SFC and Administration discussions with possible Commonwealth and state funding bodies if it is able to be confirmed

that the Council contribution is locked away, rather than just being able to say it is a notional allocation in the four year plan.

There is no consistent strategy across the local government sector of who should actually pay for these upgrades. For example, at the Central Districts home ground, owned by the City of Playford, the home team change rooms are beneath the grandstand. These were upgraded in 2009 in a joint project between the Council and the Club, with the Council providing most of the funding for the work. The City of Holdfast Bay loaned \$2.58 million to the Glenelg Football Club to construct their Function Centre in 2002, and the Club has since found itself in significant financial difficulty. The H Y Sparks Grandstand (the main grandstand) at the Glenelg Oval was significantly damaged by storms in December, so the Club is currently without change room facilities for the home and visiting teams, and is working with the Council to address this.

Norwood, Payneham and St Peters Council is contributing \$2m to an upgrade of Norwood Oval facilities. West Adelaide Football Club owns their social and administration facilities, which are integrated with Richmond Oval. They borrowed money from the Council to upgrade their floodlights, but this loan was forgiven by Council in return for increased community access to the oval.

SFC's situation is somewhat unique. There is no other SANFL club that has to share its oval - what is essentially an open park - with the general community. As a result, City of Unley staff members undertake the ground maintenance and preparation, which is not necessarily the case at other grounds. Additionally, SFC has to erect a perimeter fence around the ground for each home game. The City of Unley owns the grandstands. If Council wants them to continue to be used, then they need to be maintained and kept 'current'. The reality is there is not a *one size fits all* solution to funding facility upgrades.

It is an interesting historical note that an article in the Advertiser newspaper on the 11 September, 1970 contained the following:

*"A major redevelopment of Unley Oval was announced by the Unley Council and the Sturt Football Club yesterday.....
Initial redevelopment would include the demolition of the present A C Thomas stand and the erection of a new stand with accommodation for 1,000 spectators and incorporating a club room and other facilities.
Player and umpire facilities for both cricket and football would be improved by the remodelling of the interior of the H J McKay stand."*

There are some separate and distinct components of the current Unley Oval upgrade proposal:

- New home team change rooms and warm up area (ground floor)
- New SFC administration area (ground floor)
- New SFC Museum (mezzanine)
- New hospitality and viewing area (first floor)

It is the intention that the RLB work will involve the provision of individual costs for each of these components. Work will also be undertaken to determine the practicality and possible cost implications of staging the development, for example such that only the ground floor of the Oatey Stand is developed in the first instance.

The change rooms will mean facilities for the home team are compatible with the AFL Preferred Facilities Guidelines. The SFC administration area and museum are currently located in the building at 39 Oxford Terrace. Relocation of these facilities will allow Council to consider sale or other uses of this facility. The new hospitality and viewing area is theoretically going to be available for use by other community based organisations when not required for SFC use. SFC use will primarily be focussed around home match day activities.

A separate business case should be prepared by SFC to justify the expenditure on constructing the viewing and hospitality area. The business case should also detail the proposed operating model for this space. There is likely to be some sensitivity from local residents if there is any suggestion that this space will be used regularly by community or other groups outside of SFC home match days, particularly in relation to noise and parking. To possibly assist in mitigating local parking congestion issues, when Council considers future options for 39 Oxford Terrace, one that could be considered is the construction of a decked car park.

Construction of a three level decked car park on the site would accommodate around 80 - 90 vehicles, and as a structure would not be anywhere near as high as the existing building (undercroft level 1 metre above ground, second level another 2.5 metres, with open parking on top) and would cost in the order of \$1.4 to \$1.5 million. If it was to be a pay for use facility on some occasions, it may also generate some revenue for Council to partially offset the construction cost. Council is also the owner of 41 Oxford Terrace, which is no longer the subject of any lease back arrangements with Kirinari School. No detailed study of the viability of such a facility has been completed.

A decision to stage the redevelopment may mean that not all of the requirements of the SFC are able to be met in the Oatey Stand, which may lead to a request from SFC that they retain their lease over 39 Oxford Terrace. In particular, the Club consider the 'Cambridge Room' to be an important part of the after match membership experience of the SFC. If one of the goals of Council from the Oval upgrade is to free up 39 Oxford Terrace for other uses or possible sale, then SFC would require the new facilities to be able to accommodate all of their requirements.

Council has been advised that the current content of the Community Land Management Plan (CLMP) is not adequate for the proposed improvements and their anticipated uses. Amending the CLMP is quite an involved process, but it also needs to occur to address issues at other sites in the Council area. It is proposed that the process will begin almost immediately. The amended plan will be brought to Council for endorsement, and Members will be kept abreast of consultation activities related to the plan.

The proposed commercial arrangements for the upgraded facilities have not been resolved. SFC have informally advised Administration that the Club would be comfortable with the new arrangements for facilities lease and match day licence being similar to those currently in existence for 39 Cambridge Terrace and match days. Such an arrangement is unlikely to be consistent with Council's approved Property Management Policy, where lease fee is calculated with reference to the capital replacement value of the asset, however the policy does not envisage a significant capital contribution being made by the tenant. This is a matter that should be formally resolved prior to Council actually beginning construction of the improvements.

SFC has indicated that they would be seeking a 42 year lease over their new administration and player facilities in the Oatey Stand (the maximum lease that can be offered over Community Land under the provisions of the Local Government Act). It will be necessary to undertake community engagement as part of this leasing process.

3. ANALYSIS OF OPTIONS

Option 1 – Commit \$1.5 million as the Council contribution to the grandstand upgrade in 2019/20 and 2020/2021, as per the long term financial plan, but also advise Sturt Football Club of Council's ability to bring this expenditure forward if required.

The advantage of this option is that by making a definite commitment to provide \$1.5 million towards the upgrade, and agreeing to make the money available as soon as it is required, Council is effectively unencumbering the Council contribution to the project. It will make it easier to attract funds from other funding bodies, if they can be assured the balance of the funds are locked away.

The disadvantage of this option is that it possibly brings forward new Council capital expenditure on the improvements. This will have a minor budget impact (detailed later in the report).

If Council wants to commit funding to the Unley Oval improvements, then this would be the recommended option.

Option 2 – Other option(s) as proposed by Council

Following a directive from Council, Administration has spent more than four years investigating possible upgrade options for Unley Oval. Council has now adopted a preferred upgrade option, and SFC has written to Council committing funds to the project. Council either needs to commit funds or stop expending time and effort on the investigations.

4. RECOMMENDED OPTION

Option 1 is the recommended option.

5. POLICY IMPLICATIONS

5.1 *Financial/budget*

- The cost of implementing the recommendation will be \$1.5 million.
- Council has allocated \$300 000 for detailed design in the draft 2017/18 budget, and provision has been made in the Four Year Financial Plan to provide \$1.5m in the years 2019/20 and 2020/2021.
- There will need to be debt servicing allocations made in subsequent years budgets.

5.2 *Legislative/Risk Management*

- Normal risk management practices should be followed for major Council construction projects.
- The current CLMP needs to be amended to accommodate the proposed activities in the upgraded facility. That process may generate some adverse community reaction.

5.3 *Staffing/Work Plans*

- Council owns these assets, and therefore will be responsible for the long term management of them. The grandstands are open to the general public. Council should control any new construction work undertaken, which will impose a staff requirement that has not been addressed in the \$4.6 million costing. This staff cost could be estimated at \$120 000 over the life of the actual upgrade. Because the specific timing of the project is unclear, it cannot be ascertained at this time whether that staff commitment can be absorbed into existing staff workloads.

5.4 *Environmental/Social/Economic*

- Undertaking a major construction project of this nature will certainly impact on the local amenity of Unley Oval and Trimmer Terrace. Until a Construction Management Plan is prepared, the actual extent of that impact cannot be ascertained.
- The recommendation should contribute to the establishment of community identity.

5.5 *Stakeholder Engagement*

- There would need to be community consultation on any proposal to offer SFC a 42 year lease over Community Land.

- Depending on the precise nature of the Development Application lodged, there is likely to be a need for some engagement.
- There has been extensive engagement over the years on various aspects of the plans and redevelopment.

6. REPORT CONSULTATION

Consultation has occurred with the Manager Finance, Manager Property Assets and the Sport and Recreation Planner.

7. REPORT AUTHORISERS

| <u>Name</u> | <u>Title</u> |
|--------------------|--------------------------------|
| John Devine | Acting Chief Executive Officer |
| | |
| | |

DECISION REPORT

REPORT TITLE: DELEGATION UPDATES
ITEM NUMBER: 837
DATE OF MEETING: 24 APRIL 2017
AUTHOR: SUE BAYLY
JOB TITLE: GOVERNANCE OFFICER

1. **EXECUTIVE SUMMARY**

The Local Government Association (LGA) has advised of changes to legislation and delegations under the Development Regulations 2008 and Freedom of Information Act 1991.

The purpose of this report is to seek Council endorsement of making the updated delegations to the Chief Executive Officer.

2. **RECOMMENDATION**

That:

1. The report be received.
2. **Delegations made under Local Government Act 1999**
 - 2.1 In exercise of the power contained in Section 44 of the Local Government Act 1999, the powers and functions under the **Freedom of Information Act 1991** and specified in the proposed Instrument of Delegation contained in Attachment 1 to Item 837/17 are hereby delegated this 24 of April 2017 to the person occupying the office of Chief Executive Officer, subject to the conditions and or limitations specified herein or in the Schedule of Conditions in such proposed Instrument of Delegation.
 - 2.2 Such powers and functions may be further delegated by the Chief Executive Officer in accordance with Sections 44 and 101 of the Local Government Act 1999 as the Chief Executive Officer sees fit, unless otherwise indicated herein or in the Schedule of Conditions contained in such proposed Instrument of Delegation.
3. **Delegations made under Development Act 1993**
 - 3.1 In exercise of the powers contained in Section 20 and 34(23) of the Development Act 1993, the powers and functions under the **Development Regulations 2008** and specified in the proposed

Instrument of Delegation contained in Attachment 2 to Item 837/17 are hereby delegated this 24 April 2017 to the person occupying the office of Chief Executive Officer, subject to the conditions and or limitations specified herein or in the Schedule of Conditions in such proposed Instrument of Delegation under the Development Regulations 2008.

- 3.2 Such powers and functions may be further delegated by the Chief Executive Officer as the Chief Executive Officer sees fit and in accordance with the relevant legislation unless otherwise indicated herein or in the Schedule of Conditions contained in the proposed Instrument of Delegation under the Development Regulations 2008.
 - 3.3 In exercise of the powers contained in Section 20 and 34(23) of the Development Act 1993 the powers and functions under Regulation 15(12) of the Development Regulations 2008 specified in the proposed Instrument of Delegation contained in Attachment 2 to Item 837/17 dated 24 April 2017 are hereby delegated to the Council's Development Assessment Panel, subject to any conditions specified herein or in the Schedule of Conditions contained in the proposed Instrument of Delegation under the Development Regulations 2008.
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1. RELEVANT CORE STRATEGIES/POLICIES

5.3: Good governance and legislative framework

2. DISCUSSION

The LGA has advised by circular 11.9 (dated 15 March 2017) of changes to legislation and hence to the delegations under the Development Regulations 2008 and Freedom of Information Act 1991 (FOI Act).

Council has current sub-delegations to the Chief Executive Officer (CEO) and other staff under this legislation and so those sub-delegations will need to be updated in line with the changes.

The changes are summarised in the tables below. The updated Instruments of Delegation for the FOI Act and Development Regulations 2008 are attached, with new or amended material highlighted. Only those sections of the legislation and associated delegations which contain the new or amended material have been included in the attachments. The remainder of the current delegation Instruments are unchanged and do not need to be remade or revoked.

Table 1. Freedom of Information Act 1991

The changes to the FOI Act are the follow on from the changes in administrative systems at State level. The process for appeal to the District Court under several pieces of legislation, including the FOI Act, has been changed to a review by the South Australian Civil and Administrative Tribunal (SACAT). There are no changes to Council's powers or duties, but the wording of the delegation instrument needs to be brought up to date. The revised delegation instrument is shown at Attachment 1 to Item 837/17.

Attachment 1

For purposes of the FOI Act, the Chief Executive Officer is the designated "principal officer" and FOI requests may only be processed by accredited FOI officers. This means that the CEO is limited to sub-delegating FOI powers and duties to accredited FOI officers, and that is recorded in the Instrument.

Table 2. Development Regulations 2008

The changes to the Development Regulations 2008 are mostly minor amendments which are intended to provide better guidance, clarity and consistency for Council and private certifiers in relation to Residential Code complying development. The revised delegation instrument is shown at Attachment 2 to Item 837/17.

Attachment 2

3. ANALYSIS OF OPTIONS

Option 1 – That Council endorse the delegation of powers to the CEO

Council holds all local government powers under the legislation. It is impractical for Council itself to undertake the operational powers and duties contained in the legislation. Delegation to the CEO and other suitably qualified and/or experienced council staff allows for council business and operations to be carried out on a daily basis.

Council must use delegation instruments which reflect the current legislation.

Option 2 – That the report be received

Council may simply receive the report and hold the proposed powers for itself. As explained above, this would be impractical and so is not recommended.

4. RECOMMENDED OPTION

Option 1 is the recommended option.

5. POLICY IMPLICATIONS

5.1 Legislative/Risk Management

The Council must comply with legislation. This includes in operational matters such as the delegation of powers and duties from Council to the CEO and other staff to enable the implementation and enforcement of the legislation. To do otherwise creates a risk for Council.

6. REPORT CONSULTATION

Manager Development and Regulatory Services.

7. ATTACHMENTS

- 1). Instrument of delegation under the Freedom of Information Act 1991.
- 2). Instrument of delegation under the Development Regulations 2008.

8. REPORT AUTHORISERS

| <u>Name</u> | <u>Title</u> |
|--------------------|-----------------------------|
| Peter Tsokas | Chief Executive Officer |
| | Manager Governance and Risk |

Table 1. Freedom of Information Act 1991

(The paragraph number is generated by the LGA templates for ease of reference.)

| Paragraph no. | Section no. | Section | Change | Comment |
|----------------------|----------------------------|--|-----------------|--|
| 13.2.4 & 13.2.5 | 25(3) | Documents affecting inter-governmental or local government relations | Amended | Word “appeal” deleted. |
| 14.2.5 & 14.2.6 | 26(3) | Documents affecting personal affairs | Amended | Word “appeal” deleted. |
| 15.2.4 & 15.2.5 | 27(3) | Documents affecting business affairs | Amended | Word “appeal” deleted. |
| 16.2.4 & 16.2.5 | 28(3) | Documents affecting conduct of research | Amended | Word “appeal” deleted. |
| 22.2.2 | 36(2) | Notices of determination | Amended | Word “appeal” deleted. |
| 25 | 39(5)(b), 39(5)(c) & 39(7) | Review by Ombudsman or Police Ombudsman | Amended heading | Section heading was “External review”. |
| 26 | 40(1) | Reviews by SACAT | Amended heading | Section heading was “Appeal to District Court”. |
| 27 | 41(1) | Consideration of restricted documents | Amended | Reference to District Court changed to South Australian Civil and Administrative Tribunal (SACAT). |

Table 2. Development Regulations 2008

(The paragraph number is generated by the LGA templates for ease of reference.)

| Paragraph no. | Regulation no. | Regulation | Change | Comment |
|---------------|----------------|--|--|--|
| 53A | 8A(1) | Complying Development; Development Plan consent | New Regulation | Clarification of <i>complying</i> development criteria for Development Plan consent. |
| 53B | 8B(1) | Complying Building Work; Building Rules | New Regulation | Clarification of <i>complying</i> development criteria for Building Rules consent. |
| 54 | 9A(1) | Infrastructure Planning | Minor formatting change | Minor change |
| 58.4A | 15(7b) | Application to relevant authority | The word “Form” added in 2 places | Minor change |
| 58.4A.2.3 | 15(7b) | | New sub-regulation | Specification of finished floor levels |
| 58.7 | 15(11) | | amended | The power to modify the requirements of Schedule 5 |
| 58.8 | 15(12) | | amended | The power to dispense with the requirements of Schedule 5 |
| 71A | 32(2)(5) | Public notice categories | New Regulation | Power to determine a form of development comprises 2 or more elements |
| 81A | 47A(1) | Minor variation of Development Authorisation | Regulation number changed from 47A to 47A(1) | Minor change |

INSTRUMENT OF DELEGATION UNDER THE
FREEDOM OF INFORMATION ACT 1991

POWERS AND FUNCTIONS DELEGATED IN THIS INSTRUMENT

Note: amendments shown with green highlight

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| 13. Documents Affecting Inter-Governmental or Local Governmental Relations |
| 13.2 The duty pursuant to Section 25(3) of the Act, if: |
| 13.2.1 the Delegate determines, after having sought the views of the Government or council concerned, that access to a document to which Section 25(2) of the Act applies is to be given; and |
| 13.2.2 the views of the Government or council concerned are that the document is an exempt document by virtue of Clause 5 of Schedule 1 to the Act, |
| to forthwith give written notice to the Government or council concerned: |
| 13.2.3 that the Council has determined that access to the document is to be given; and |
| 13.2.4 of the rights of review conferred by the Act in relation to the determination; and |
| 13.2.5 of the procedures to be followed for the purpose of exercising those rights; and |
| defer giving access to the document until after the expiration of the period within which an application for a review under the Act may be made or, if such an application is made, until after the application has been finally disposed of. |
| 14. Documents Affecting Personal Affairs |
| 14.2 The duty pursuant to Section 26(3) of the Act, if: |
| 14.2.1 the Delegate determines, after having sought the views of the person concerned, that access to a document to which Section 26(2) of the Act applies is to be given; and |
| 14.2.2 the views of the person concerned are that the document is an |

**INSTRUMENT OF DELEGATION UNDER THE FREEDOM OF INFORMATION ACT 1991
AND THE FREEDOM OF INFORMATION (FEES AND CHARGES) REGULATIONS 2003**

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| exempt document by virtue of Clause 6 of Schedule 1 to the Act; or |
| 14.2.3 after having taking reasonable steps to obtain the views of the person concerned, the Delegate is unable to obtain the views of the person and determines that access to the documents should be given, |
| to forthwith give written notice to the person concerned: |
| 14.2.4 that the Delegate has determined that access to the document is to be given; and |
| 14.2.5 of the rights of review conferred by the Act in relation to the determination; and |
| 14.2.6 of the procedures to be followed for the purpose of exercising those rights; and |
| defer giving access to the document until after the expiration of the period within which an application for review under the Act may be made or, if such an application is made, until after the application has been finally disposed of. |
| 15. Documents Affecting Business Affairs |
| 15.2 The duty pursuant to Section 27(3) of the Act, if: |
| 15.2.1 the Delegate determines, after seeking the views of the person concerned, that access to a document to which Section 27(2) of the Act applies is to be given; and |
| 15.2.2 the views of the person concerned are that the document is an exempt document by virtue of Clause 7 of Schedule 1 to the Act, |
| to forthwith give written notice to the person concerned: |
| 15.2.3 that the Council has determined that access to the document is to be given; and |
| 15.2.4 of the rights of review conferred by the Act in relation to the determination; and |
| 15.2.5 of the procedures to be followed for the purpose of exercising those rights; and |
| defer giving access to the document until after the expiration of the period within which an application for a review under the Act may be |

**INSTRUMENT OF DELEGATION UNDER THE FREEDOM OF INFORMATION ACT 1991
AND THE FREEDOM OF INFORMATION (FEES AND CHARGES) REGULATIONS 2003**

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| made or, if such an application is made, until after the application has been finally disposed of. | |
| 16. | Documents Affecting the Conduct of Research |
| 16.2 | The duty pursuant to Section 28(3) of the Act, if: |
| 16.2.1 | the Delegate determines, after seeking the views of the person concerned, that access to a document to which Section 28(2) of the Act applies is to be given; and |
| 16.2.2 | the views of the person concerned are that the document is an exempt document by virtue of Clause 8 of Schedule 1 to the Act, |
| to forthwith give written notice to the person concerned: | |
| 16.2.3 | that the Council has determined that access to the document is to be given; and |
| 16.2.4 | of the rights of review conferred by the Act in relation to the determination; and |
| 16.2.5 | of the procedures to be followed for the purpose of exercising those rights; and |
| defer giving access to the document until after the expiration of the period within which an application for a review under the Act may be made or, if such an application is made, until after the application has been finally disposed of. | |
| 22. | Notices of Determination |
| 22.2 | The duty pursuant to Section 36(2) of the Act when giving a written notice in accordance with Section 36(1) to specify – |
| 22.2.1 | the day on which the determination was made; and |
| 22.2.2 | if the determination is to the effect that amendment of the Council's records is refused – |
| (i) | the name and designation of the officer by whom the determination was made; and |
| (ii) | the reasons for that refusal; and |
| (iii) | the findings on any material questions of fact underlying those reasons, together with a reference to the sources of information on which those findings are based; and |

**INSTRUMENT OF DELEGATION UNDER THE FREEDOM OF INFORMATION ACT 1991
AND THE FREEDOM OF INFORMATION (FEES AND CHARGES) REGULATIONS 2003**

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| (iv) the rights of review conferred by the Act in relation to the determination; and |
| (v) the procedures to be followed for the purpose of exercising those rights. |
| 25. Review by Ombudsman or Police Ombudsman [amended heading] |
| 25.1 The duty and power pursuant to Section 39(5)(b)(i) of the Act to sort or compile documents relevant to a review under Section 39 of the Act or to undertake consultation. |
| 26. Reviews by SACAT [amended heading] |
| 26.1 The power pursuant to Section 40(1) of the Act and with the permission of SACAT, to apply for a review under Section 34 of the South Australian Civil and Administrative Tribunal Act 2013 of the determination by SACAT on a question of law. |
| 27. Consideration of Restricted Documents |
| 27.1 The power pursuant to Section 41(1) of the Act to make application to SACAT to have SACAT receive evidence and hear argument in the absence of the public, the other party to the review and, the other party's representative. |

SCHEDULE OF CONDITIONS

CONDITIONS OR LIMITATIONS APPLICABLE TO DELEGATIONS CONTAINED IN THIS INSTRUMENT

| Paragraph(s) in instrument to which conditions/limitations apply | Section in legislation to which conditions/limitations apply | Conditions / Limitations |
|--|--|--|
| Freedom of Information Act 1991 | | |
| 3 | 14(1) | An application will be dealt with on behalf of an agency by an accredited FOI officer of the agency. |

INSTRUMENT OF DELEGATION UNDER THE
DEVELOPMENT ACT 1993, DEVELOPMENT (DEVELOPMENT PLANS)
AMENDMENT ACT 2006 AND DEVELOPMENT REGULATIONS 2008

NOTES

1. Conditions or Limitations: conditions or limitations may apply to the delegations contained in this Instrument. Refer to the Schedule of Conditions at the back of this document.
2. Refer to the relevant Council resolution(s) to identify when these delegations were made, reviewed and or amended.

POWERS AND FUNCTIONS DELEGATED IN THIS INSTRUMENT

| <u>DELEGATIONS UNDER THE DEVELOPMENT REGULATIONS 2008</u> | |
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| 53A. Complying Development – Development Plan Consent [new] | |
| 53A.1 | The power pursuant to Regulation 8A(1)(a) of the Development Regulations 2008 ('the Regulations'), for the purposes of Sections 33(1) and 35 of the Act (subject to Regulation 8A(2)) of the Regulations to: |
| 53A.1.1 | in the case of a proposed development lodged for assessment as residential code development – assess the development as being in a form described in Schedule 4 clause 1(2) or (3), 2A, 2B or 2C (including a form specified or provided for in a relevant Development Plan referred to in Schedule 4 clause 1(2) or (3), 2A, 2B or 2C); or |
| 53A.1.2 | in any other case – to assess the development as being in a form described in Schedule 4 Part 1 (including a form specified or provided for in a relevant Development Plan referred to in Schedule 4 Part 1). |
| 53A.2 | The power pursuant to Regulation 8A(1)(b) of the Regulations, for the purposes of Section 35(1b) of the Act, to: |
| 53A.2.1 | form the opinion that a variation from <i>complying</i> development (including <i>complying</i> development as declared under Regulation 8A(1)(a) of the Regulations) is minor; and |
| 53A.2.2 | determine that 2 or more minor variations, when taken together, constitute a 'minor variation from <i>complying</i> development'. |
| 53B. Complying Building Work – Building Rules [new] | |
| 53B.1 | The power pursuant to Regulation 8B(1) of the Regulations, for the purposes of Section |

**INSTRUMENT OF DELEGATION UNDER THE DEVELOPMENT ACT 1993, DEVELOPMENT
(DEVELOPMENT PLANS) AMENDMENT ACT 2006
AND DEVELOPMENT REGULATIONS 2008**

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| 36(1) of the Act to, subject to Regulation 8B(2) of the Regulations, assess building work as being in a form specified in Schedule 4 Part 2 (including a form specified or provided for in the <i>Building Code</i> referred to in Schedule 4 Part 2). | |
| 54. Infrastructure Planning [amended format] | |
| 54.1 | The power pursuant to Regulation 9A(1) to, in preparing the DPA, to the extent (if any) required by the Statement of Intent, seek, in accordance with Regulation 9A(2), the advice of a Minister and any other government agency, specified by the Minister as part of the agreement on the Statement of Intent. |
| 58. Application to relevant authority [amended] | |
| 58.4A | The power and duty pursuant to Regulation 15(7b) of the Regulations, to within 2 business days of receipt of a copy of an application form under Regulation 15(7a) of the Regulations, furnish to the private certifier: |
| 58.4A.1 | the Development Assessment number assigned to the development proposed under the application; and |
| 58.4A.2 | if the private certifier, at the time of forwarding a copy of an application form under Regulation 15(7a) of the Regulations, requests advice on the matters set out in subparagraphs (i) and (ii), and if such advice is relevant: |
| 58.4A.2.1 | advice about any site contamination that is believed to exist at the site where the development would be undertaken; and |
| 58.4A.2.2 | advice about the likely need for approval to alter a public road under section 221 of the Local Government Act 1999 in order to establish a new access point; and |
| [new] | |
| 58.4A.2.3 | advice about whether the relevant development plan specifies any requirements relating to finished floor levels (expressed by reference to AHD or ARI) in relation to the site where the development would be undertaken. |
| [amended] | |
| 58.7 | The power pursuant to Regulation 15(11) of the Regulations, to modify the requirements of Schedule 5 in relation to a particular application, subject to the following qualifications: |
| 58.7.1 | in the case of an application that is lodged with the Council for assessment as <i>residential code</i> development – the requirements of Schedule 5 may not be modified in any way by the delegate assessing the application (whether so as to require more or less information), except on authority of the Minister under Section 39(1)(a) of the Act; |
| 58.7.2 | in any other case, the delegate must not, when requiring plans, drawings, specifications and other documents in relation to the application, require the applicant to provide more information than that specified under Schedule 5 |

**INSTRUMENT OF DELEGATION UNDER THE DEVELOPMENT ACT 1993, DEVELOPMENT
(DEVELOPMENT PLANS) AMENDMENT ACT 2006
AND DEVELOPMENT REGULATIONS 2008**

| | |
|--|---|
| (subject to Section 39 of the Act). | |
| [amended] | |
| 58.8 | The power pursuant to Regulation 15(12) of the Regulations to, in exercising the discretion under Section 39(4)(b) of the Act, dispense with the requirements of Schedule 5 in relation to a particular application. |
| 71A. Public Notice Categories [new] | |
| 71A.1 | The power pursuant to Regulation 32(2)(5) of the Regulations to determine that a form of development comprises 2 or more elements. |
| 81A. Minor Variation of Development Authorisation [amended] | |
| 81A.1 | The power pursuant to Regulation 47A(1) of the Regulations, if a person requests the variation of a development authorisation previously given under the Act (including by seeking the variation of a condition imposed with respect to the development authorisation) to form the opinion that the variation is minor in nature and, if the delegate is satisfied that the variation is minor in nature, to approve the variation. |

DECISION REPORT

REPORT TITLE: PROPOSED CHANGE TO VOTING METHOD
FOR COUNCIL ELECTIONS

ITEM NUMBER: 838

DATE OF MEETING: 24 APRIL 2017

AUTHOR: SUE BAYLY

JOB TITLE: GOVERNANCE OFFICER

1. **EXECUTIVE SUMMARY**

The Local Government Association (LGA) Board has resolved to consult on a proposal to change the voting method at local government elections and is now seeking comment from councils.

2. **RECOMMENDATION**

That:

1. The report be received.
-

1. RELEVANT CORE STRATEGIES/POLICIES

Goal 5.3 Good governance and legislative framework

2. DISCUSSION

LGA circular 12.10 dated 22 March 2017 seeks feedback from councils on a proposal to change the method of voting at local government elections from the “partial preferential” to the “optional preferential” method. See Attachment 1 to Item 838/17.

Attachment 1

Following a proposal from the Adelaide Hills Council, the LGA Board on 16 March 2017 resolved to carry out consultation;

“... to seek a change to the Local Government (Elections) Act 1999, so a vote is considered a formal vote if it indicates a preference for at least one candidate without necessarily indicating preferences to the number of vacancies”.

Information has been provided by the Mayor of Adelaide Hills Council in support of the proposal. See Attachment 2 to Item 838/17. The information provided gives some detail about voting patterns, especially informal votes, and how the system could be improved.

Attachment 2

There is significant data which has not been provided and could add value to the information. For example, the name of the author(s) is not stated. Apart from one reference to the Electoral Commission SA Election Report 2014, the sources are not acknowledged. The number of councils used as a basis for various statements and the two tables is not stated, nor are statistics on how many voters were on the rolls, or how many wards, and the size, location, and demographics of those councils etc. Without that background detail, it is difficult to determine the validity of the arguments put forward.

The introduction of a voting method in the Elections Act to reduce the number of informal votes should be supported. However, the Office of Local Government, with input from ECSA, has reviewed the Elections Act and the drafting of an amending Bill is in progress. If usual practice is followed, the OLG may circulate the draft Bill to Councils for comment. Therefore any further discussion at this time, especially based on the information supplied, is not warranted.

The closing date for feedback to the LGA is 28 April 2017.

3. ANALYSIS OF OPTIONS

Option 1 – The report be received

Council may wish only to receive the report without providing comment to the LGA.

Option 2 – That Council support a voting method which reduces informal votes

The current preferential voting method in the Elections Act is not easy to follow, especially if there are several candidates standing in a ward. The vote count is complex and can take several days. Informal votes are wasted votes.

Suggesting alternative methods is beyond the scope of this report. The Office of Local Government has drawn on the expertise of ECSA (and possibly other experts such as academics) to examine various methods in preparation of the draft amendment Bill.

Council may wish to write to the LGA, indicating that it supports a voting method which reduces informal votes, without entering into further discussion re options. Those discussions would be better had once the draft Bill is circulated, with expert supporting material, for comment.

4. RECOMMENDED OPTION

Option 1 is the recommended option.

5. POLICY IMPLICATIONS

5.1 *Legislative*

The Local Government (Elections) Act 1999 governs the conduct of Council elections.

6. ATTACHMENTS

- 1) LGA circular 12.10 dated 22 March 2017.
- 2) Information re voting methods as supplied by the Mayor of Adelaide Hills Council

7. REPORT AUTHORISERS

| <u>Name</u> | <u>Title</u> |
|--------------------|-----------------------------|
| Peter Tsokas | Chief Executive Officer |
| | Manager Governance and Risk |
| | |



Circulars

Proposed Change to Voting Method in Local Government Elections - Circular 12.10

To

Chief Executive Officer
Elected Members
Governance Officers
Policy and Strategic Planning Staff
Returning Officer

Date

22 March 2017

Contact

Andrea Malone
Email: andrea.malone@lga.sa.gov.au

Response Required

Yes

Respond By

28 April 2017

Summary

The LGA board has resolved to consult member councils on a proposal to change the voting method at local government elections. The proposal involves changing from 'partial preferential voting' to 'optional preferential voting'. The LGA is seeking feedback on the proposal.

At its meeting of 16 March 2017, the LGA board resolved to carry out consultation on a proposal from the Adelaide Hills Council to change the voting method for local government elections. The resolution states, in part, that the LGA:

undertakes consultation with members councils on the proposal by the Adelaide Hills Council to seek a change to the Local Government (Elections) Act 1999, so a vote is considered a formal vote if it indicates a preference for at least one candidate without necessarily indicating preferences to the number of vacancies.

The Mayor of the Adelaide Hills Council has provided [detailed information in support of this proposal and a copy of the information is available here](#).

For further information, please contact Andrea Malone at andrea.malone@lga.sa.gov.au

Information attached to LGA Circular 12.10. Proposed change to voting method in Local Government elections

Background

Concerns raised by the Adelaide Hills Council community regarding the potential for the rate of informal voting to increase because of the decision to maintain 12 councillors while abolishing wards prompted an investigation into the rate of informal voting in the 2014 Council elections.

Informal Voting in Council Elections

It was identified that the concerns were in fact valid as there was a trend across all councils not divided into wards for the informal vote to increase as the number of vacancies (councillor positions) increase. As part of the investigation the informal votes in councils divided into wards were also considered and revealed a trend where the rate of informal votes actually decreased as the number of vacancies increased.

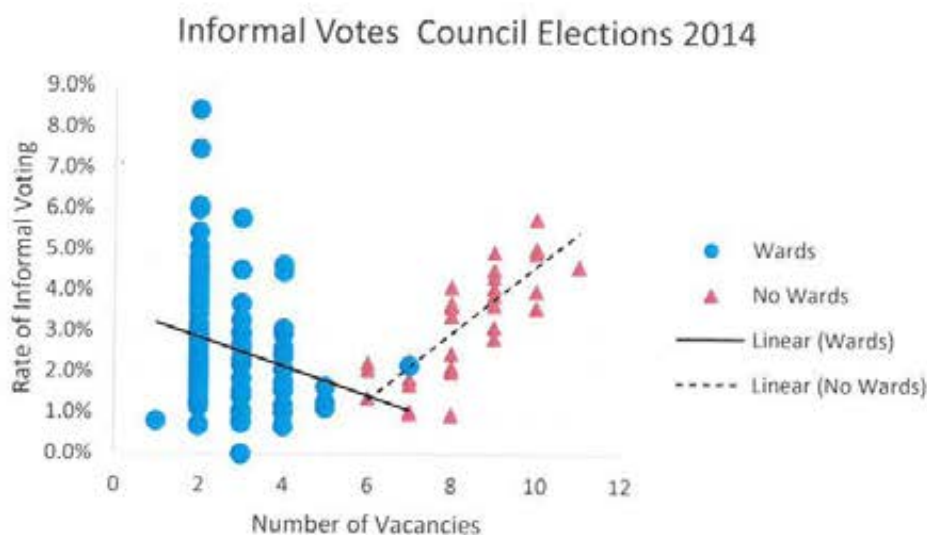


Figure 1 Informal voting trends in wards and no wards

The variability in the rate of informal vote with respect to the number of vacancies was considerable in wards with small numbers of vacancies and a review of the rate of informal voting against the number of candidates showed a trend for the rate of informality to decrease as the number of candidates increased. One possible explanation for this phenomenon is that when a small pool of candidates is available some voters may not find enough acceptable candidates and choose not to complete the required number of preferences. The highest number of informal votes of 8.4% occurred in a ward with two vacancies and only three candidates. As the pool of candidates increased it was easier for voters to find enough acceptable candidates to complete a formal vote.

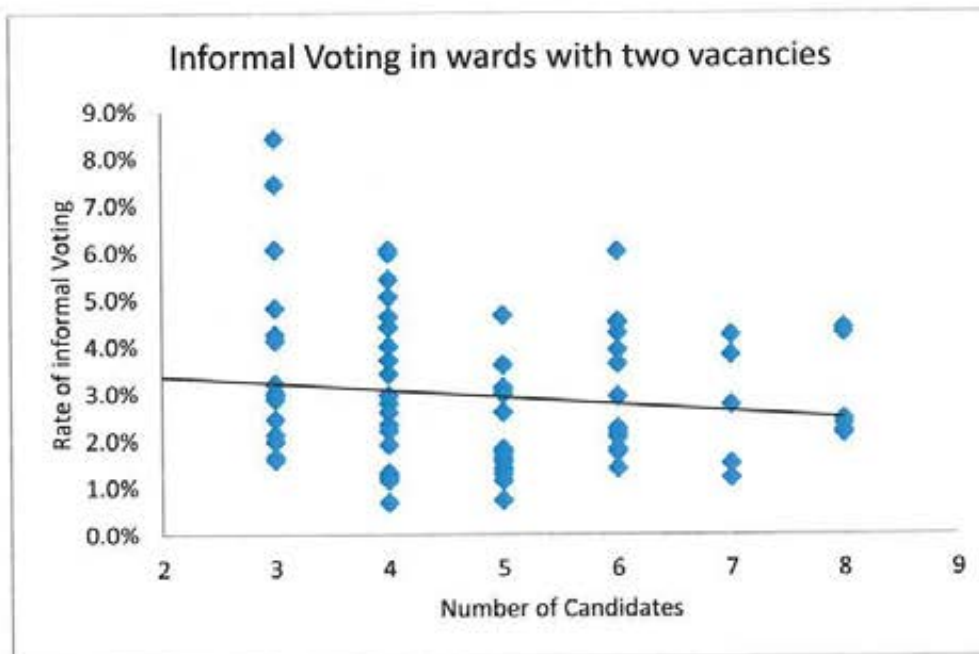


Figure 2 Informal voting in wards with 2 vacancies

The Electoral Commission in its last four Local Government Election Reports has commented on the fact that a large portion of the informal votes it sampled were informal because of insufficient preferences. The current legislation requires a voter to indicate preferences up to the number of vacancies anything less is considered an informal vote.

Unacceptable preferences refers to ballot papers that, while informal under current legislation which requires electors to consecutively number boxes on the ballot paper up to at least the number of candidates to be elected, would be formal under either optional preferential or first past the post voting;

- *Unacceptable preferences accounted for 62.9% of informal ballot papers audited, representing a minor increase from 58.5% recorded in 2010;*
- *Single 1st preference but insufficient further preferences accounted for 41.5% of informal ballot papers.¹*

The single 1st preference informal votes in the three previous elections were 42.0%, 51.7% & 75%

Thus, the number of informal votes would have been reduced substantially if these votes, which had no fault other than insufficient preferences, had been accept as formal votes.

Exhausted votes

In situation where there are at least twice as many candidates as vacancies it is possible for a formal vote to become exhausted. A vote will become exhausted if all of the candidates allocated preferences on the ballot paper have eliminated and there are no more preferences available. When votes become exhausted it is possible that not enough votes are left for the remaining candidates to

¹ ECSA, Local Government Election Report 2014 p46

achieve a quota. In these circumstances the candidates with the highest number of votes will be elected in descending order until all vacancies have been filled. These candidates are described as having been elected under quota. In 2014 seventy one (71) councillors and 8 Mayors were elected under quota. A number were in excess of 20% under quota. In a couple of wards with two vacancies both councillors were elected under quota but these were the exception not the rule.

Discussion

By removing the necessity to vote for candidates who are not known or liked it is hoped that more people will be encouraged to vote. With turnouts averaging 35% to 40% any change which makes it easier for people to engage in the political process should be embraced. With more than 50% of South Australian Councils having no wards there are many situations which require voters to indicate between 6 and 12 preferences. Simplifying the voting system can only help the voters of these councils.

Voting is voluntary so a registered voter can choose not to vote. However, under the current legislation, if a registered voter decides to cast a vote they do not have the choice of when they stop indicating preferences if they want their vote to be formal. The idea that it is OK to not vote but not OK to stop numbering preferences is inconsistent. To argue that candidates elected under quota is unfair or unreasonable is to ignore the fact that, on average, only 35% to 40% of people vote. Those who do not vote have chosen to leave it up to others who do vote to elect the councillors. It is entirely consistent with this approach to allow voters to stop indicating preferences before they reach the number of vacancies as they would then have chosen to leave the final choice up to others.

The voting system needs to be change to encourage more people to vote and reduce the number of informal votes.

DECISION REPORT

REPORT TITLE: PARTICIPATION IN A JOINT PLANNING
ARRANGEMENTS PILOT PROJECT

ITEM NUMBER: 839

DATE OF MEETING: 24 APRIL 2017

AUTHOR: PETER TSOKAS

JOB TITLE: CHIEF EXECUTIVE OFFICER

1. **EXECUTIVE SUMMARY**

- 1.1 New planning legislation (the Planning, Development and Infrastructure Act 2016) (PDI Act) creates a path to establish Planning Agreements between councils which, via the operation of a Joint Planning Board (JPB), allows for planning matters (such as policy and assessment) to be addressed on a regional basis.
- 1.2 The Department of Planning, Transport and Infrastructure (DPTI) have announced an opportunity to participate in a Joint Planning Arrangements Pilot Project, which would 'road-test' the legislative framework in relation to regional coordination, cost-sharing, and community benefit. DPTI would contribute funding of up to \$50,000 in support of the Pilot Project.
- 1.3 The CEOs, Mayors and Directors/General Managers responsible for Planning across Councils of the Eastern Region Alliance (ERA) have given consideration to this opportunity and are supportive of participating in the pilot. The co-contribution of associated costs to participate in the Pilot Project would be drawn from the ERA membership fees, hence requiring no additional expenditure from member Councils other than in-kind support.
- 1.4 By participating, ERA has the opportunity to lead the local government sector in the testing and implementation of a new planning system. It is therefore desirable that Council supports the submission of an Expression of Interest on behalf of ERA to participate in the Pilot Project.
- 1.5 It is not intended that development assessment form part of the proposed pilot project.

2. **RECOMMENDATION**

That:

1. The report be received.

2. Council endorses the commencement of a process for City of Prospect to submit an expression of interest, on behalf of the Eastern Region Alliance, to participate in the Joint Planning Arrangements Pilot Project being run by the Department of Planning, Transport and Infrastructure.
 3. Council expresses support for the Eastern Region Alliance committing funding to the Joint Planning Arrangement Pilot Project drawn from membership fees, with in-kind support to be provided by Council administration.
-

1. RELEVANT CORE STRATEGIES/POLICIES

Part 3 of the Planning Development and Infrastructure Act 2016 provides for the establishment of Joint Planning Boards (JPB), subject to the agreement of member Councils and the Minister for Planning. The purpose of a JPB is outlined further in the main body of this report.

2. DISCUSSION

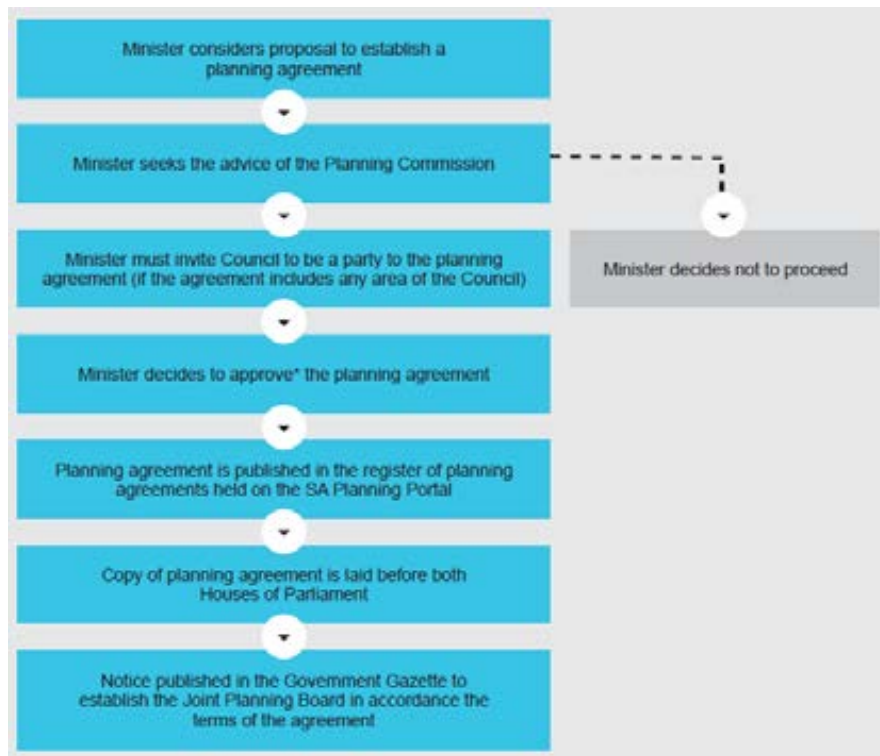
Legislative background

- 2.1 Parts of the Planning, Development and Infrastructure Act 2016 (the PDI Act) commenced on 1 April 2017, along with related changes to the *Development Act 1993*. Relevant to this report is that the whole of Part 3 of the PDI Act will commence, which provides for the establishment of the State Planning Commission and allows the establishment of Joint Planning Boards.
- 2.2 This coincides with the recent announcement by DPTI of a 'Joint Planning Arrangement Pilot Project', with DPTI prepared to contribute half of the costs of establishment of the project up to a maximum of \$50,000.

Regional Planning and Planning Agreements

- 2.3 The PDI Act provides Councils with a mechanism to deliver local government and/or state functions (subject to agreement by the Minister) on a regional basis, including preparation of Regional Plans, development assessment, appointment of Assessment Managers, and amendments to a Designated Instrument.
- 2.4 This process begins with a Planning Agreement, which is an agreement between the relevant councils and the Minister. A Planning Agreement is a long-term arrangement that allows for planning functions to be delegated to regional groupings of Councils, subject to agreed performance measures and targets. Planning Agreements may also include others matters that may be agreed on by other Ministers (e.g. regional development or natural resource management), and other entities may be party to the Agreement.
- 2.5 Each Planning Agreement is to be delivered by establishing a JPB ranging between three and seven members to perform agreed functions (such as regional planning and/or assessment). In addition to the constitution of a JPB and the delegation of functions and powers, ancillary matters associated with the operation of the board can also be addressed, such as staffing, support, financial and resourcing issues.

A flowchart showing the process associated with formally establishing a Planning Agreement is provided below (courtesy of DPTI):



- 2.6 A Planning Agreement is subsequently able to be varied (or terminated), but this must be agreed to by all parties or by the Minister. The Planning Agreement expires at the end of 10 years and may be replaced by a new agreement.
- 2.7 The Planning and Development Division of the DPTI is looking to partner with an area/region to assist a number of Councils in establishing a business case for Joint Planning Agreements. 'Seed funding' will be provided to assist these Councils with this process, and the DPTI will engage a specialist in the area of governance and local government (and provide in-kind support) to assist in identifying the resultant benefits.
- 2.8 Participation would allow Council to build on the success of the existing ERA collaboration, with a focus on regional planning arrangements now and into the future. It is not intended that development assessment form part of the proposed pilot project.

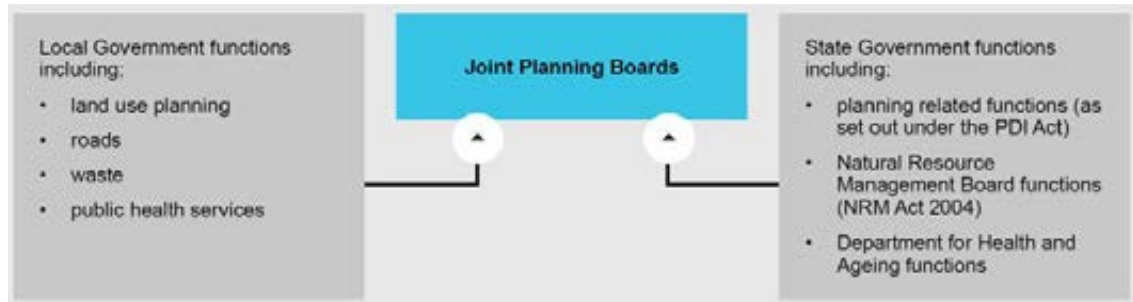
Establishing a Joint Planning Board

- 2.9 As previously mentioned, the PDI Act gives Councils the ability to establish JPBs. The ERA Mayors and CEOs Group received and endorsed a paper on regional planning matters prepared by Donna Ferretti for the LGA (SA) at its meeting of 23 November 2016.

The paper explored the rationale underpinning the establishment of JPBs (which at that stage was referred to as a Regional Planning Board), the functions they would serve, the potential opportunities and constraints, and strategies for Councils to optimise their planning functions through

the operation of JPBs. The paper also related to issues such as stormwater, transport, and recreational facilities.

- 2.10 The Group identified that there are potential benefits for ERA (Eastern Region Alliance) councils in pursuing the possibility of undertaking the role of piloting a JPB. It was noted that, as there is funding available, this presents an excellent opportunity to explore options and for ERA to lead the sector in regional planning for greater community benefit. The diagram below (from the SA Planning Portal) illustrates some of the functions that a JPB could undertake:



- 2.11 Staff have engaged in a small number of discussions with leaders of planning teams in ERA Councils. At those meetings there has been consistent support for pursuing our region as a pilot for Regional Planning. The focus has been on matters such as open space planning, infrastructure planning, transport planning and overall master planning across Council boundaries.
- 2.12 There has been general consensus to pursue this through discussions with DPTI, but to exclude Development Assessment and Development Assessment Panels due to the likely sensitivities around these matters. Those matters may be considered at any time in the future pending the success of the operations of the JPB.
- 2.13 ERA Member Councils have extensive experience in joint approaches to exploring and resolving issues that cross Council boundaries. A recent example is the decision to enter into a Memorandum of Understanding between City of Prospect and the Town of Walkerville for the master planning of North East Road, which speaks to the spirit of collaboration between Councils within the Eastern Region and a willingness to work together on planning matters that will be mutually beneficial.
- 2.14 The JPB Pilot Project would complement this arrangement, while in the future separate MOUs between Councils would not be required (as the JPB would perform this function). The advantage of participating in a Pilot Project is the ability to influence the form and focus of future planning agreements across the local government sector.
- 2.15 DPTI has also offered to provide in-kind support through funding the position of coordinator, and contributing up to \$50,000 to assist in the process (with councils co-contributing dollar for dollar and providing in-kind support).

Regional Plans

- 2.16 Under the new legislation, the State Planning Commission will prepare a regional plan for each designated planning region. If a JPB has been constituted, the Regional Plan will be prepared in partnership with them. Regional Plans will play a similar role to volumes of the Planning Strategy under the current Development Act, with the new option of linking directly through to zoning changes.
- 2.17 Regional Plans may be divided into parts relating to subregions and may include structure plans, master plans, concept plans or other similar documents. Through participation in the Pilot Project, Council (and ERA) will be able to explore the impacts and benefits that these new regional approaches would have on planning policy, prior to formally establishing a JPB.

Submitting an Expression of Interest (EOI)

- 2.18 To participate in DPTI's Pilot Project for a JPB, Council needs to highlight the level of commitment to the project and the anticipated benefits of participating. With all ERA Councils participating, and building on a strong history of collaboration with adjoining Councils and the DPTI in master planning and planning policy matters, ERA would be well-positioned to be successful in its submission of an EOI.
- 2.19 An EOI must be submitted by 12 May 2017, and will detail the experience of the ERA Councils in working collaboratively, the level of support gained by participating Councils, the types of functions the councils would like to consider in the Pilot Project, the resources to be allocated and the amount of funding support being sought from the DPTI. The particulars supporting the EOI will be developed by staff of City of Prospect upon receipt of the endorsement of all member Councils.
- 2.20 All ERA Councils are set to consider this opportunity at their April meetings.

3. ANALYSIS OF OPTIONS

Option 1 – Council endorses the commencement of a process for City of Prospect to submit an expression of interest, on behalf of the Eastern Region Alliance, to participate in the Joint Planning Arrangements Pilot Project being run by the Department of Planning, Transport and Infrastructure.
Council expresses support for the Eastern Region Alliance committing funding to the Joint Planning Arrangement Pilot Project drawn from membership fees, with in-kind support to be provided by Council administration.

Option 2 – Council does not endorse the process on behalf of the Eastern Region Alliance

4. RECOMMENDED OPTION

Option 1 is the recommended option.

5. POLICY IMPLICATIONS

Stakeholder Engagement

Broad community consultation has not been undertaken in the preparation of this report, although CEOs and Mayors of the potential participating Councils have received and endorsed a discussion paper on what were then known as Regional Planning Boards, now JPBs. These discussions have taken place with the ERA Group of Councils, prior to the presentation of reports to each member Council concerning the establishment of a JPB Pilot Project.

6. REPORT CONSULTATION

ERA CEOs and Mayor

7. ATTACHMENTS

Regional Planning Boards MLGG Discussion Paper

Joint Planning Arrangements Information Sheet

Joint Planning Arrangements Pilot Project EOI Proposal Form

8. REPORT AUTHORISERS

| <u>Name</u> | <u>Title</u> |
|--------------------|-------------------------|
| Peter Tsokas | Chief Executive Officer |
| | |
| | |



Local Government Association
of South Australia

The voice of local government.

Regional Planning Boards

MLGG Discussion Paper

September 2016

Note: This is not an endorsed Discussion Paper. It has been prepared for consultation purposes only, and is subject to consideration by the MLGG.

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1. Introduction

Donna Ferretti and Associates has been engaged by the Local Government Association of South Australia (LGA) to prepare a Discussion Paper on the operation and potential advantages/disadvantages to metropolitan Councils of Regional Planning Boards (RPBs).

The recent passage of the Planning, Development and Infrastructure Act (PDI Act) has signalled the potential establishment of RPBs across South Australia. This has generally been welcomed by the LGA with many Councils, especially those in regional areas of the State, having expressed an interest in forming RPBs. Indeed, a number of regional planning entities are currently in operation, having been created in response to what many regional Councils believe to be an excessively metropolitan focus of past and present planning arrangements in South Australia.

Metropolitan Councils, however, have been more circumspect in relation to RPBs given that there is little guidance provided in the new legislation on how RPBs are to operate and what role Councils are expected to perform within them. As argued by Szili et al (2014) these questions are important for Councils as their resolution will determine the responsiveness of the new planning system to the needs and aspirations of local communities, a primary concern of local Councils. Accordingly, this Discussion Paper seeks to uncover how RPBs are envisaged to be created and operate within metropolitan Adelaide and determine the extent to which local Councils could be involved in shaping the future development of their local areas.

1.1. Study objectives

The key objectives of this Discussion Paper are to:

- Establish a coherent understanding of the rationale underpinning the establishment of RPBs.
- Clarify the roles and functions of RPBs and how these relate to the roles and functions of Councils.
- Determine the likely opportunities and constraints associated with the operation of RPBs for Councils in the Adelaide metropolitan context.
- Recommend potential strategies for Councils to optimise their planning functions through the establishment and operation of RPBs.

1.2. Study approach

The study has been undertaken in three stages as follows:

- Preparation of a draft Discussion Paper distributed to Mayors and Chief Executives of the Metropolitan Local Government Group.
- Facilitation of an interactive workshop with Mayors and Chief Executives of the Metropolitan Local Government Group on the issues raised in the draft Discussion Paper.

- Development of the final Discussion Paper in response to the workshop outcomes.

The preparation of the Discussion Paper has been informed by a review of relevant documents, including those produced by the Expert Panel on Planning Reform, publications on the LGA website as well as reports focusing on the regionalisation of planning functions. A list of these documents is presented in Section 5 below.

Discussions were also held with staff of DPTI responsible for developing the instruments required for implementing the new planning system, including RPBs. The outcomes of these discussions are reported in Section 2.4 below.

The workshop with Mayors and Chief Executives of metropolitan Councils raised a number of additional questions concerning both the establishment and operation of RPBs, particularly in the context of Councils' functions under the Local Government Act. These issues are discussed in Sections 4.2 – 4.5 below.

2. Regionalising Planning Functions

2.1. Background

The future potential establishment of RPBs has arisen from the State government's recent review of the South Australian planning system and subsequent passage of the PDI Act on 21 April 2016. The following sections discuss the development of the Expert Panel's support for the regionalisation of planning functions.

2.2. Expert Panel proposals

In its first report, the Expert Panel heard a range of concerns about the relationship between state-based and local Council-based planning functions and the need for a clear delineation of state and local roles in planning legislation. The Panel also met with the LGA's Local Excellence Expert Panel which had produced a report recommending that planning functions be undertaken on a regional basis to enable a better integration of state and local community interests.

As a result of these deliberations, the Expert Panel (2013, 26) argued that a regionalised planning system offered a number of advantages over the existing state-local nexus, highlighting the potential for a more effective use of resources and an improved relationship between environmental management (or NRM) and the planning system.

In its second report, the Panel proposed a specific reform to **create a network of regional planning boards** (Expert Panel 2014a, 36-39). This proposal gained momentum from the experience of regional planning authorities in Western Australia and New South Wales which had significantly improved the alignment of state and local planning interests. The Panel envisaged RPBs providing a 'middle

ground' between the proposed State Planning Commission and local Councils in order to enhance interaction, collaboration and coordination between agencies and Councils. The Panel also emphasised the potential for RPBs to promote and enable greater regional autonomy amongst participating Councils.

RPBs were seen as a vehicle by which to:

- i. encourage regional collaboration among Councils (a key benefit identified by the LGA's Local Excellence Panel);
- ii. integrate planning with economic development and environmental goals;
- iii. improve administrative efficiencies; and
- iv. avoid costly delays in the planning process.

It was acknowledged nonetheless that establishing RPBs in the metropolitan area would be particularly challenging given the extent of infrastructure and service delivery that takes place across Council boundaries.

To optimise the potential benefits of RPBs, the Expert Panel also put forward a reform to **reshape planning documents on a regional basis** (Expert Panel 2014a, 54-57). Regional planning schemes were envisaged to combine a regional planning strategy (replacing regional volumes of the South Australian Planning Strategy) and a regional development plan for all Councils within a particular region. This was seen to provide Councils with significantly greater autonomy and control over strategic and assessment policy shaping the future development of each region. However, this proposal was not ultimately adopted.

In the Expert Panel's third and final report, the proposals to create a network of RPBs across the state and reshape planning documents on a regional basis were formalised.

RPBs were envisaged to be constituted by the Minister with at least half of the members selected from nominations put forward by local Councils in the relevant region. The role of RPBs would be to work closely with Councils and state agencies to coordinate and deliver planning outcomes including:

- preparation of regional strategies/plans;
- assessment of Council proposals to change development plans;
- engaging with the public (including public hearings); and
- establishing regional development assessment panels.

In the metropolitan context, the Panel specified that there would be 3-5 RPBs within metropolitan Adelaide with each RPB comprising at least 2 Councils. While the proposed State Planning Commission was seen to be the most appropriate body for undertaking whole-of-metropolitan coordination, the Expert Panel argued that RPBs represented a more effective devolution of planning responsibilities to regional and local communities. Little guidance was provided, however, on the spatial delineation of regions within the metropolitan area.

Regional planning schemes were to comprise a regional strategy/plan and a regional development plan and these were to be developed and maintained by the

relevant RPB. Councils within the region would still be able to propose local changes but it would be the RPB, not the Minister, who would oversee the process (although the Minister would retain the capacity to amend regional schemes if required). Importantly, regional planning schemes were envisaged to incorporate a range of additional elements, including infrastructure, open space, public health and environmental (or NRM) considerations as a way of eliminating the duplication of resources amongst government agencies and the conflicts that often arise across different planning programs. Regional planning schemes would still be subject to Ministerial oversight – through the State Planning Commission – to ensure alignment with state-based policies.

The key rationale underpinning the Expert Panel's proposals is that RPBs would provide Councils and regional communities sufficient autonomy to shape the future development of their region. By developing regional planning schemes tailored to local/regional economic, social and environmental conditions, RPBs would effectively perform most of the key strategic planning functions that currently reside with the Minister through the State government.

Accordingly, the new legislation was expected to flag a significant decentralisation of planning functions away from the state government and the Minister to regional bodies constituted in part by local Councils, to enable each region to be responsive to issues and resources specific to their local/regional circumstances.

2.3. Relevant PDI Act provisions

The PDI Act provides for South Australia to be divided into planning regions with one region to be formally designated as 'Greater Adelaide' (to replace the definition of Metropolitan Adelaide in the current Development Act). DPTI's User Guide to the PDI Act states that the main purpose of a planning region is to define the area over which:

- i. regional plans may be developed; and
- ii. collaborative arrangements may be established for planning, service delivery and other relevant programs.¹

In order to establish a planning region, the legislation allows for the Minister (on the advice of the State Planning Commission) to enter into a **planning agreement** with a Council that has all or part of its area in the proposed region. In fact, the PDI Act specifies that the Minister *must* invite a Council to be part of a planning agreement if any part of its local area is within the proposed region. This renders void the concern expressed in the LGA (2015) submission to the PDI Bill that a planning agreement could see Councils excluded from the process.

The Minister may also enter into an agreement with another Minister or any other entity – such as the LGA for instance - that has requested to be a party to the agreement. There is no specification of what constitutes an entity, but it could be

¹ https://dpti.sa.gov.au/_data/assets/pdf_file/0009/259497/A_Users_Guide_to_the_PDI_Act_2016.pdf - accessed 11 August 2016.

reasonably expected that organisations with an interest in the proposed region, such as Regional Development Australia Boards and NRM Boards, would be such an entity.

It is also noteworthy that the establishment of regions will be subject to Parliamentary scrutiny and will not come into effect unless supported by both Houses of Parliament, providing Councils with further reassurance of their involvement in regional planning functions.

2.3.1. Local Council Participation

There are two (2) key elements associated with the creation of a planning agreement where participant Councils can exercise a degree of influence:

1. Setting of objectives, priorities and targets for the area/region covered by the agreement.
2. Establishment of a **joint planning board** (or RPB) to deliver the terms of the agreement and oversee its progress.

Both elements provide some certainty that Councils will be involved in processes shaping the future development of their local areas. In the setting of objectives, priorities and targets, Councils are universally recognised for having the best understanding of the factors driving and impeding the development of their local areas and are therefore well placed to advise on the most appropriate objectives and targets and which of these needs to be prioritised. This local knowledge was recognised by the Expert Panel as a key benefit of Council involvement in RPBs.

Membership of a joint planning board or RPB (hereafter simply referred to as RPBs) similarly affords Councils an opportunity to ensure local representation on the key planning authority for a particular area/region. While the legislation does not explicitly specify the criteria for membership of a RPB, it nonetheless requires that a board collectively has the necessary knowledge, expertise and experience to enable it to carry out its functions effectively.² This provides a degree of flexibility for Councils that are party to an agreement to appoint people who can properly represent local community interests.

2.3.2. Role of RPBs

RPBs are envisaged to perform as wide a range of functions as necessary in order to meet the terms of the relevant planning agreement. The PDI Act specifies that a RPB may:

- set up committees to advise and assist the RPB in performing its functions (refer s38 PDI Act);
- establish subsidiaries to undertake specific activities and functions on behalf of the RPB (refer s39 PDI Act); and

² Government of South Australia, 2016: *Planning, Development and Infrastructure Act 2016*, Version 21.4.2016, p.40.

- delegate any of its functions and powers (refer s40 PDI Act).

DPTI's User Guide indicates that the process of establishing RPBs has been purposively designed to be flexible enough to allow each board to decide what arrangements suit them best and which planning functions they ought to perform. RPBs have, in effect, been given a clean slate to determine what they have to do and how they choose to do it. This provides for a level of local/regional self-determination never before seen in the South Australian planning system and signals a new protocol for undertaking a host of regional planning functions beyond those required by the state.

Regional Plans

Of these functions, the preparation of regional plans is probably the most critical (refer s64 PDI Act). While the legislation specifies that regional plans are to be prepared by the State Planning Commission, this will only occur in areas where RPBs have *not* been established. Accordingly, RPBs are envisaged to be the primary authority for developing and implementing regional plans across the state.

The legislation is quite specific in terms of the required content of regional plans which must:

- be consistent with state planning policy affecting the relevant region;
- include a long-term (15-30 years) vision for the relevant region with maps and plans articulating the spatial pattern of this vision;
- provide for the integration of land use, transport infrastructure and the public realm;
- incorporate contextual information, statistical data, analysis and projections (to be determined by the Commission or by a practice direction);
- provide recommendations about how to apply and operate the Planning and Design Code in the region; and
- include a framework for the public realm or infrastructure in the region.

These requirements are not dissimilar to the content of existing regional volumes of the Planning Strategy. The legislation nonetheless allows for the inclusion of additional information tailored to the relevant region conditions which may subsequently shape the required content of regional plans. Recommendations about the application of the Planning and Design Code, for instance, may be influenced by particular local circumstances that could result in the Code being applied differently in some regions compared to others.

In this regard the experience of the Upper Spencer Gulf (USG) Common Purpose Group is salutary. The Group has effectively set up a planning region made up of the local government areas of Port Pirie, Port Augusta and Whyalla, avoiding the current division of the USG into 3 separate State Administrative Regions (and hence 3 different volumes of the Planning

Strategy) and providing an opportunity to craft planning strategies and policies that are better suited to the USG's particular environmental, economic and social circumstances (Ferretti 2015).

Assessment Panels

Another important role of RPBs is the constitution and appointment of assessment panels. As designated authorities under the PDI Act, individual Councils and RPBs will be able to determine:

- the membership of assessment panels (with the caveat that only 1 elected Council member may sit on an assessment panel);
- the procedures to be followed in the appointment of panel members (including the presiding member), their term of office, remuneration and grounds on which a member may be removed from the panel.

RPBs will also be responsible for arranging and funding the staff and other support (such as training) required to operate assessment panels.

In its submission, the LGA expressed concern about the significant reduction in elected member representation on assessment panels and the Minister's ability to dismiss and reappoint assessment panels (LGA 2015, 7). In the case of a regional assessment panel, however, the Minister's powers are circumscribed somewhat in that s/he may constitute a panel only if:

- 2 or more Councils request the Minister to do so; or
- the Minister determines, **after** hearing from the relevant Councils, that it would be appropriate to set up a panel to ensure orderly and effective assessment of development in the areas of 2 or more Councils (or parts of such areas).³

Put simply, a RPB has been conferred a great deal of autonomy under the PDI Act to establish and run a regional assessment panel as it sees fit. Only panels established by individual Councils will be subject to Ministerial intervention under s86 of the PDI Act.

2.4. DPTI discussion

As noted, senior planning staff responsible for the roll-out and implementation of the PDI Act were consulted in relation to this study on 18 August 2016. Key points emerging from this discussion are summarised as follows:

- RPBs could have similar functions to the State Planning Commission. Subject to the terms of the relevant planning agreement, RPBs are able to delegate functions and set up subsidiaries to undertake particular functions/tasks.
- The State Planning Commission is likely to delegate planning functions to established RPBs. The precise terms of such delegations are likely to be

³ Government of South Australia, 2016: *Planning, Development and Infrastructure Act 2016*, Version 21.4.2016, pp.71-72.

determined by practice notes or guides that are prepared by the Commission.

- RPBs are able to undertake strategic planning roles for the relevant region through the preparation of region plans.
- RPBs are able to oversee assessment tasks in the relevant region through the establishment of regional assessment panels.
- It is recognised that the State government cannot perform or take responsibility for every planning function/task. DPTI is keen for local Councils to take the initiative in establishing RPBs and determining what tasks these Boards should undertake and what outcomes they should work towards in order to maximise the benefits to local and regional communities.
- DPTI is also keen to assist participant Councils and, when established, RPBs in determining appropriate governance models for RPBs.
- There is considerable potential for RPBs to be involved in the establishment of infrastructure schemes. According to DPTI, the State Planning Commission is likely to issue a practice direction on the establishment and operation of planning agreements as a matter of priority.

It is evident from discussions with DPTI that the state is eager to break down the adversarial nature of South Australia's existing planning system and, in particular, the tensions and conflicts that have arisen in the past between state and local government. DPTI believes that the new legislation provides such an opportunity and has agreed to continue working with the LGA and individual Councils during the roll-out of the PDI Act to ensure that local communities are properly represented and considered in the development of the new planning system.

3. LGA Considerations

While a strong supporter of the planning reform initiative, contributing regularly and positively to the Expert Panel's work, the LGA has consistently raised a number of issues associated with the direction and intent of the PDI Act. The following sections discuss these issues and consider how the operation of RPBs could address them.

3.1. Reduced role of local communities in shaping the development of local areas

Councils are concerned that they will have limited capacity under the PDI Act to make decisions on local development matters. This limitation affects both strategic/policy and assessment matters in that:

1. there is no prescribed role for individual Councils (or their communities) to prepare important strategic and policy documents (such as state planning policies and the Planning and Design Code); and

2. Councils will have a substantially reduced role in the assessment of local development proposals.

3.1.1. Strategic/Policy Matters

As discussed, the new legislation envisages Council involvement in strategic planning matters as active participants in RPBs, in particular through the preparation of regional plans.

In relation to policy matters, the lack of Council input into the Planning and Design Code is of significance. One of the Code's key roles in the new planning system is to enhance consistency of development policy and its interpretation/application across the state. In so doing, however, the Code may result in a loss of local planning policy provisions (or variations) that have long been implemented across local areas of the state to ensure that development reflects local and often unique spatial circumstances. It should be noted, however, that s66(4) of the PDI Act does provide for local variations.

3.1.2. Assessment Matters

The PDI Act allows for the appointment of only one (1) elected councillor on a Council assessment panel appointed by a RPB or a Council.⁴ There is no specific provision for the appointment of councillors on regional assessment panels (established by the Minister under s84) although this is countered somewhat by the power accorded RPBs to determine panel membership under s83.

However, there is no doubt that the new legislation calls for a substantially reduced level of elected member representation on assessment panels. This marks a significant break with past practices and reflects a sustained effort on the part of the government to reduce the influence of local political concerns on development decisions. Leaving aside the vexed question of local political influence for the moment, the key outcome of this provision is that panel membership will no longer have a democratic connection to their local communities (LGA 2015, 3).

A further factor limiting the capacity of local communities to have a voice in local development decisions is the intent under the PDI Act to substantially increase complying forms of development and simultaneously decrease the number of developments assessed on merit and subject to public notification.

3.1.3. Potential mitigating role of RPBs

There is no doubt that RPBs provide Councils with increased opportunities for developing planning strategies that are tailored to specific local/regional

⁴ It is salient that the initial version of the PDI Act called for the total exclusion of elected councillors on assessment panels. After debate in Parliament, the Act was modified to allow for the appointment of a maximum of one (1) elected councillor on a Council development assessment panel.

circumstances and are therefore more relevant to local communities than the current volumes of the South Australian Planning Strategy. RPBs also have a fair amount of autonomy in determining the content of regional plans. This fulfils the intent of the Expert Panel's recommendations.

The role of RPBs in developing assessment policy, however, is more limited. The Planning and Design Code is likely to be a standardised set of policies universally applied across the state, leaving little room for local content. While RPBs can, through the regional plan, recommend how these policies are to be applied in the region, there is an expectation that development policy should be consistently applied and interpreted across all jurisdictions.

RPBs are able to exercise a significant level of autonomy in constituting regional assessment panels, providing opportunities for meaningful representation of local/regional interests when development proposals are assessed.

There appears to be only a small role for RPBs in determining the categories of development and what forms of development are considered to be complying or subject to more rigorous assessment. There may be opportunities to foresee the need for more rigorous assessment of proposals in particular areas/cases during the development of regional plans, although this is by no means clear from the PDI Act.

3.2. Consultation with LGA and Councils

The LGA has previously submitted that the establishment of sub-regions would not require consultation with Councils, but materials on the planning reform website, the PDI Act itself and discussions with DPTI indicate the opposite - that affected Councils *must* be consulted when creating a region or sub-region (refer s5 (5) (b) and s6 (3) (b) of the PDI Act).

However, it is the nature of this consultation that could be called into question. DPTI's User Guide indicates that Councils will be provided with a proclamation notice proposing the creation of a new region or sub-region and a copy of the Planning Commission's advice on the proposal, and will be given at least 28 days from the date specified in the notice to provide a response. Not only is this a very basic and generally undesirable form of consultation, it provides no opportunity for meaningful dialogue and discussion with affected stakeholders, individual Councils or local communities.

3.2.1. Potential mitigating role of RPBs

Given the autonomy accorded RPBs in the PDI Act, there are significant opportunities for Boards to encourage and enable more meaningful consultation and discussion with communities and affected stakeholders about the planning instruments to be utilised in each region.

The Act also requires the Minister to consult with the LGA when constituting the State Planning Commission and to ensure that the Commission's membership includes a person with expertise in local government matters.

Furthermore, DPTI has clearly indicated its intent to involve the LGA in deliberations on the implementation of the PDI Act, including the transitional arrangements. This will provide a raft of opportunities for ongoing consultation and engagement with individual Councils and the LGA as their representative body.

3.3. Resourcing

The LGA submission highlights the significant funding and resourcing commitment that would be needed to implement the planning reforms and realise its benefits, particularly the proposal for a digital e-planning system. It is worth noting, however, that the recent state budget allocated some \$30 million over 4 years for both implementation of the PDI Act and the establishment of e-planning, with the caveat that Councils would contribute to this program via a development levy. The potential funding requirements are set out in s56 of the PDI Act.

3.3.1. Potential mitigating role of RPBs

The constitution and operation of RPBs and regional assessment panels would clearly require significant resourcing. There is very little information currently available on how RPBs might be funded although this is likely to become available as transitional arrangements are worked out. As a key stakeholder in the process, the LGA will be consulted on how these matters are to be determined.

3.4. Uncertainties

The LGA has expressed some concern about how infrastructure schemes are to operate and the extent to which Councils and ratepayers will bear the costs of delivering infrastructure. The LGA has commissioned a paper by Wallmans Lawyers on this issue which calls for a thorough assessment of options for infrastructure coordination and funding to ensure that Councils and their communities do not pay more than is equitable.

3.4.1. Potential mitigating role of RPBs

Discussions with DPTI indicate that RPBs could play an active role in the establishment and operation of infrastructure schemes. Given that RPBs are likely to have Council representation, and will be able to exercise autonomy in the delivery of planning functions across the relevant region, their participation in infrastructure schemes should be encouraged to ensure that local communities derive their fair share of benefits from such schemes.

4. Metropolitan RPBs

4.1. Where to draw the line?

When the Expert Panel decided to formalise the establishment of RPBs as a key plank in their recommendations for a new planning system, it soon became clear that it would be foolhardy to prescribe the spatial delineation of regions in metropolitan Adelaide, arguing that this was for Councils to work out amongst themselves.

As discussed in Section 2.2 above, the Panel nonetheless suggested in its final report that there could be 3-5 RPBs in the metropolitan (or Greater Adelaide) area with each RPB comprising at least 2 Councils. The legislation has subsequently proven to be less prescriptive, with the delineation of regions to be determined through the process of establishing planning agreements.

This provides Councils within metropolitan Adelaide a great deal of flexibility to develop agreements with neighbouring Councils to establish appropriate regional associations or alliances. And it will be necessary for metropolitan Councils to take the initiative in forming such alliances if they are to derive the full benefits of creating and operating RPBs.

The main constraints to establishing regions within metropolitan Adelaide are:

1. There can be no overlapping of regions. In other words, a particular spatial area can only be subject to one planning agreement and hence one RPB. If a RPB is operational in a region and the Minister wishes to set up an infrastructure scheme within that region, then it is possible (as per s163 (3) (b) or s164 (3) (b)) that the scheme could be initiated under the auspices of the RPB.⁵ Again, this would confer significant planning powers to the relevant RPB.
2. The role of Adelaide City Council remains unclear in a metropolitan regional context, although it is pertinent that the PDI Act does not prohibit or prevent Councils or entities being members of more than one planning board or RPB.
3. Perhaps the most significant constraint is the capacity of Councils to:
 - a. decide on the criteria on which to base potential regional groupings;
 - b. organise into functional regional groupings without encountering administrative difficulties and uncertainties;
 - c. agree on suitable governance arrangements for the operation of RPBs.

The following sections discuss these constraints together with several questions/issues raised during the course of the workshop with Mayors and Chief Executives (and/or their representatives) from the Metropolitan Local Government Group.

⁵ This possibility was discussed with DPTI staff who noted that further work may be needed to clarify how an infrastructure scheme would be established and operated under such circumstances.

4.2. Criteria for regional groupings

A diverse range of criteria on which to establish planning agreements and subsequently RPBs was identified by workshop participants. These criteria are shown in Table 4.1 below alongside related criteria and potential programs that could be developed and subsequently managed by Councils in the context of a RPB.

Table 4.1: Potential criteria for regional groupings

| Criteria | Related Criteria | Potential Issues/Programs for RPBs |
|---------------------------|---|---|
| Communities of interest | Contiguous areas of a distinct and recognisable nature in which more than one Council has an interest, such as: - Adelaide Park Lands - Torrens Linear Park | Specific programs designed to manage the future development of such areas |
| Commonalities of land use | Contiguous areas of a dominant land use that straddles Council boundaries, such as: - forestry - viticulture - industry - residential precincts | Specific programs designed to manage the future development of such areas Work of precinct authorities |
| Infrastructure | Light rail Road/rail corridors Cycling/pedestrian boulevards State facilities C'wealth facilities (airport) | Infrastructure schemes Supporting infrastructure Delivery Planning and management |
| Geography | Coast Hills face Mt Lofty Ranges River/creek catchments Preservation areas | Planning for sea level rise Protecting hills face Water management Flood management Food security Character preservation |
| Climate | Water Air quality Heat island effect Floods Bushfires | Resilience Adaptation Mitigation Disaster management Carbon neutrality |

| | | |
|---------------|---|---|
| | Storms | |
| Economies | Common economic bases Resource sharing/efficiencies | Combined planning functions Resource sharing |
| Tourism | Tourism routes Tourism facilities Conservation areas | Shared programs offering: - information for tourists - service provision - accommodation |
| Political | Council affiliations based on particular issues | Specific programs developed to address particular issues |
| Opportunities | Councils could join forces to make the most of particular opportunities that may arise from time to time. | |

It should be noted that the above list of criteria and related criteria is preliminary only and not intended to be a complete list. That said, there are many potential criteria on which to base planning agreements and establish RPBs. Much will depend on individual Council priorities and willingness to work with other Councils in addressing these priorities collaboratively.

4.3. Administrative issues

The potential to set up regional groupings and develop planning agreements that all participant Councils agree to is not without its risks however. As discussed during the workshop, there is a possibility that in the course of working towards objectives associated with a planning agreement, individual Councils may disagree on the means by which to achieve such objectives. The PDI Act does provide for planning agreements to be varied or terminated if the parties to the agreement decide as such, but it is likely that mechanisms will need to be built into planning agreements that address the possibility that Councils may disagree on particular matters.

Workshop participants also expressed concerns over the appropriate representation of community interests on RPBs. As discussed in Section 2.3.1 above, the PDI Act appears to afford parties to a planning agreement the power to determine the membership of RPBs. It follows that if a group of Councils have agreed to enter into a planning agreement, they would have the capacity under the Act to constitute a RPB subject to the membership criteria specified in Section 35(3)(b) & Section 35(4) which does not specifically limit the appointment of Council elected members.

It would be fair to say that much of this discussion was based on a concern that the PDI Act limits representation on *assessment panels* to one elected member only. However, a RPB has the capacity to appoint more than one assessment panel provided it is clearly specified which class of development each assessment panel is

to assess.⁶ And while assessment panels are limited to a maximum of five (5) members, the relevant RPB may also appoint deputy members who could, conceivably, be people known by participant Councils as competent representatives of local community interests.

In summary, concerns over i) the procedures to be followed in instances of disagreement between participant Councils of a RPB, and ii) the extent of individual Council representation on RPBs and assessment panels would benefit from further clarification.

4.4. Principles of governance

Workshop participants were asked to identify the principles (or values) that should form the basis of governance arrangements of RPBs. The following governance principles were noted:

- **Independence** – specifically the independence of RPBs from constituent Councils.
- **Agreement** – having a consensus approach amongst participating Councils.
- **Best interests of region** – where regional interests are generally seen as being more important than interests of individual Councils.
- **Equity of financial commitment** – fairness in resource commitment amongst participant Councils.
- **Transparency** – of decision-making to participant Councils and their communities.
- **Simplicity** – avoid complex governance arrangements that create inefficiencies.
- **No duplication** – of effort so that the work of the RPB effectively replaces work undertaken by individual Councils. Participants are particularly concerned that RPBs should not introduce another layer of bureaucracy into the planning system.

In the course of discussing these principles, several unresolved questions were raised, including:

- How does the PDI Act interface with the Local Government Act? This is especially pertinent to the establishment and use of subsidiaries under the PDI Act and how these subsidiaries might differ from those established under the Local Government Act.
- Decision making powers of RPBs? For instance, what authority would the Planning Commission have over RPBs? What is the anticipated relationship between RPBs, Councils and the State Planning Commission?
- What role is envisaged for Adelaide City Council (ACC) within a metropolitan context and how would this affect ACC's participation in planning agreements and RPBs?

⁶ Government of South Australia, 2016: *Planning, Development and Infrastructure Act 2016*, Version 21.4.2016, p.70.

It is anticipated that the State Planning Commission will, as one of its first tasks, issue a practice direction that clarifies these administrative concerns.

4.5. Where to from here?

In seeking to resolve these questions and better understand the potential benefits and dis-benefits associated with the establishment and operation of planning agreements and RPBs, participants suggested that the following pieces of work would be of benefit:

1. That further examination and clarification of what planning agreements can and cannot do be undertaken.
2. That an appropriate person from interstate with experience of operating RPBs or their equivalent (most likely from either Western Australia or New South Wales) be invited to present the case for RPBs to the Metropolitan Local Government Group, LGA and DPTI.
3. That a small number of pilot RPBs be undertaken. It would be desirable for these pilots to be set up in a way that allows for the testing of various scenarios or functions that RPBs would perform. To this end, a number of participant Councils indicated their willingness to be involved in the establishment of pilot RPBs. In response, the LGA has indicated that it would work collaboratively with DPTI to progress this idea.

5. Conclusions

There can be little doubt that RPBs offer local Councils the opportunity to have a significant role in planning for the future development of their local areas. However, Council involvement in RPBs is an essential prerequisite for them to perform this role. Councils who do not participate in RPBs will have less responsibility in the new planning system despite the intent of the PDI Act to devolve planning functions and responsibilities away from the Minister/State government.

An analysis of the Expert Panel's work demonstrates its support for a regionally based planning system as a means of moving away from polarised state-local tensions being played out in decisions on planning and development matters. The panel also believed that a regional focus would provide for improved strategic planning outcomes that better reflected regional and local interests.

Implicit within the regional approach proposed in the PDI Act is a level of autonomy for RPBs and participant Councils to create regional planning strategies and programs that are better suited to their particular local/regional environmental, economic and social circumstances.

For metropolitan Councils, there is a significant challenge involved in constituting functional planning agreements leading to the establishment and operation of RPBs. To this end, it is recommended that as a first step, the LGA work with metropolitan Councils and DPTI to establish a number of pilot planning agreements and RPBs to experience and determine how these new planning arrangements would operate to the betterment of local and regional communities across Adelaide.

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For Councils: Joint Planning Arrangements

Background

New **voluntary** tools will soon be available for councils to coordinate the delivery of various functions in a collaborative way.

The new *Planning, Development and Infrastructure Act 2016* (the PDI Act) provides Councils with a mechanism to deliver local government and/or state functions (subject to agreement by the relevant Minister) on a regional basis, including:

- preparation of Regional Plans
- development assessment
- appointment of Assessment Managers
- amendments to a Designated Instrument.

This process begins with a Planning Agreement, which is an agreement between the relevant councils and the Minister.

This is additional to tools that are also commonly used by Local Government for regional cooperation. In particular, the *Local Government Act 1999* (the LG Act), provides councils with the opportunity to establish a regional subsidiary, involving 2 or more councils, (subject to approval by the Minister for Local Government), which can deal with matters that the council's consider will be more appropriately delivered on a regional basis. For example, a regional subsidiary can be established to manage waste collection across a number of councils. However, this mechanism is limited to those functions required to be delivered under the LG Act.

What is a Planning Agreement?

A 'planning agreement' is a long-term arrangement that allows for specific functions to be delegated to regional groupings of councils, and/or other entities, subject to agreed performance measures and targets. Where a proposed planning agreement will include any part of the area of a council, the Minister must invite the affected council to be a party to the agreement.

What should a Planning Agreement include?

A planning agreement must include provisions that outline the purposes of the agreement and the outcomes that the agreement is intended to achieve. The agreement may provide for:

- The setting of objectives, priorities and targets for the area covered by the agreement
- The constitution of a joint planning board
- The delegation of functions and powers to the joint planning board
- The staffing and other support issues associated with the operation of the board
- Financial and resourcing issues associated with the operation of the board
- The establishment of any committee
- Any other matter.

A planning agreement is able to be varied but this must be agreed to by all parties or by the Minister. The planning agreement may also be terminated by the same process. The planning agreement expires at the end of 10 years from the date of the execution and may be replaced by a new agreement.

What is a Joint Planning Board?

The Minister must, in connection with the commencement of a planning agreement, establish a joint planning board, in accordance with the terms of the agreement.

A joint planning board constitutes between 3 and 7 members and:

- is a body corporate
- has the name assigned to it under the relevant planning agreement
- is constituted in accordance with the terms of the relevant planning agreement
- has the functions and powers assigned to it under this or any Act or conferred under the terms of the relevant planning agreement
- must prepare and furnish annual reports in accordance with requirements prescribed by the regulations.

A joint planning board may establish committees to advise the board on any aspect of its functions, or to assist the board in the performance of its functions. A joint planning board may also establish a subsidiary to carry out a specified activity, perform a function or exercise a power of the board, hold or administer any land, facility or assets.

In essence, a joint planning board is primarily tasked with overseeing its agreed functions; a committee has an advisory role to the joint planning board on a particular matter; and a subsidiary undertakes the task assigned to it by the joint planning board.

Next Steps

Joint planning boards can offer councils with a number of benefits. The Department is looking to partner with an area/region to assist a number of Councils in establishing a 'business case' for Planning Agreements. The Department will be providing 'seed funding' to assist these Councils with this process. To register an interest to participate in the pilot studies, please complete the attached 'Expression of Interest' form.

Further Information

For further information on this element, please visit the SA Planning Portal:

www.saplanningportal.sa.gov.au/our_new_system/regional_planning

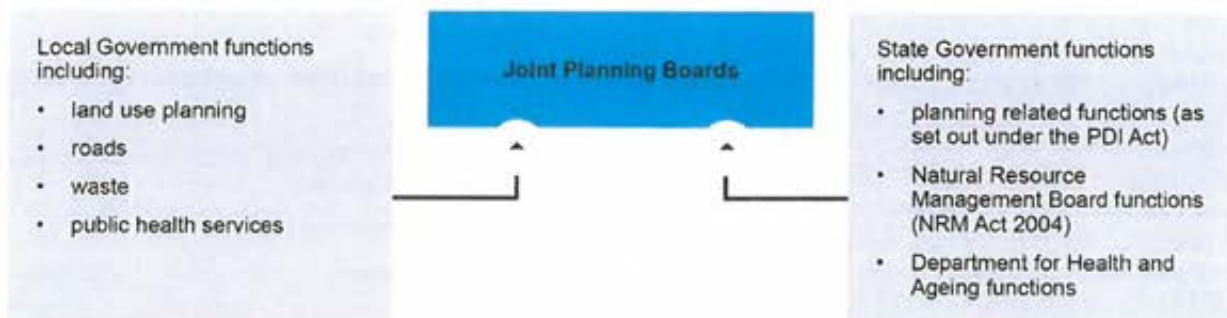


Figure 1: The diagram above illustrates some of the functions that a joint planning board could undertake.

Expression of Interest to participate in the Joint Planning Arrangements Pilot Project (Proposal Form – nominations due 12 May 2017)

WHAT ARE JOINT PLANNING ARRANGEMENTS?

The *Planning, Development and Infrastructure Act 2016* (the PDI Act) allows groups of Councils to enter into Planning Agreements with the Minister. A planning agreement is a long-term arrangement that allows for planning functions to be delegated to regional groupings of Councils, subject to agreed performance measures and targets. Where relevant, other entities may be party to an agreement.

Each Planning Agreement is to be delivered by establishing a Joint Planning Board (with between three and seven members) to perform agreed functions (for example, regional planning or assessment). The process of establishing a board has been flexibly designed to allow for parties to determine the arrangements that suit them best.

In addition to allowing for planning powers to be delegated to Joint Planning Boards, Planning Agreements may also include others matters that may be agreed on by other Ministers (e.g. regional development or natural resource management).

Additional information about joint planning arrangements, including a fact sheet on how they operate, is available at www.saplanningportal.sa.gov.au.

WHY A PILOT PROJECT?

The Department of Planning, Transport and Infrastructure (the Department) is running a pilot program to assist Councils in identifying the benefits of this new approach to regional planning. It is acknowledged that Councils already have a series of tools available to them that are in many cases working well and should be continued.

However, we are looking for Councils that are interested in trying a new approach that will assist in cost sharing, improve coordination across a region and achieve greater community benefit. The learnings from the pilot program will be documented and used to create a toolkit for future Councils in preparing future planning agreements.

WHY GET INVOLVED?

To help support Councils with this new approach, the Department intends to engage a specialist in the area of governance and local government to work with Councils in identifying the benefits for them.

The Department has agreed to fund the coordinator and provide up to \$50,000 (on the basis that councils co-contribute dollar for dollar) to assist regions to develop business cases for the pilot program, and will also provide in-kind support to ensure a smooth and transparent process.

The program offers an opportunity for interested parties to obtain advice about the business elements that can be regionalised, costing and governance arrangements associated with their pilot project as part of the evaluation process headed by the Project Coordinator.

PILOT PROJECT SELECTION

Project nominations will be considered based on responses to the questions contained in the Proposal Form. The responses should be kept relatively short (a paragraph or two), and should endeavour to highlight the level of commitment from the council and what benefits are likely to stem from the project and commitment to seeing the pilot project through to completion.

Regions are expected to co-contribute a minimum of 50% of the cost of preparing business cases.

GOVERNANCE AND PROJECT COMMENCEMENT

The selection pilot projects that may be eligible for support funding will follow an evaluation process involving the Project Coordinator and DPTI Department staff. A decision about project nominations is expected to be made in the second quarter of 2017.

Once appointed, the Project Coordinator will be the primary contact for each successful pilot project proponent. The Department will inform successful pilot project proponents about the appointment in due course.

HOW TO APPLY?

It will be essential for pilot project proponents to provide background information as per the attached **PROPOSAL FORM**.

Nominations for the pilot project will be accepted any time prior to the closing date for the Expression of Interest (EOI) by the Planning Reform Team, Department of Planning, Transport and Infrastructure via:

| Email | Post | In person |
|---|---|---|
| Attention: Anita Allen, Manager, Planning Reform C/- sharon.underwood@sa.gov.au | Attention: Anita Allen, Manager, Planning Reform Level 1, 211 Victoria Square Adelaide SA 5000 GPO Box 1815 Adelaide SA 5001 | Attention: Anita Allen, Manager, Planning Reform Level 2, 211 Victoria Square Adelaide SA 5000 |

**Nominations and preliminary information should be
received no later than 5.00 pm on 12 May 2017**

PROPOSAL FORM



Project Proponent Details

Council/other Entity

Name:

Address:

Postal address:

Primary contact *(this is the person that we will send all formal correspondence to)*

Name:

Position / title:

Phone:

Email:

Secondary contact *(if relevant)*

Name:

Position / title:

Phone:

Email:



Please provide the list of Councils that are proposing to be involved in the joint planning arrangements pilot study?

What experience have these councils had in working cooperatively?

What level of support has been gained by participating councils (eg Council EM endorsement)?

What types of functions would the councils like to consider in the joint planning arrangements?

**What resources have been or will be allocated to the project from the participating councils?
(outline both monetary and in-kind resourcing)**

What funding support is being sought for business case development?

DECISION REPORT

| | |
|-------------------------|----------------------------------|
| REPORT TITLE: | STREET LIGHTING PROJECT |
| ITEM NUMBER: | 840 |
| DATE OF MEETING: | 24 APRIL 2017 |
| AUTHOR: | JOHN DEVINE |
| JOB TITLE: | GENERAL MANAGER CITY DEVELOPMENT |

EXECUTIVE SUMMARY

Both Unley and Campbelltown Councils are seeking opportunities to improve street lighting services to their communities and reduce costs. Public lighting audits have been completed across both Cities as a first step to realising opportunities in this area

It is clear from the audits that the City of Unley is currently serviced by out dated and inefficient infrastructure. This infrastructure provides a poor level of service to Council at a comparatively high cost.

Following on from the work of both Councils, ERA, in late 2015, started to explore opportunities in relation to existing street lighting. A tender process commenced, but was suspended waiting for the completion of an independent review related to the procurement process. While the findings of this independent review concluded that the tender process could be continued, ERA decided to stop the process.

Concurrent to this ERA project, the LGA was examining public lighting options, and in late 2016 completed a business case to switch to LED lighting, for all council owned street lights across the State. The LGA is proposing a single model for all councils, namely a subsidiary of the LGA to own and manage street lights.

It is clear from the work undertaken by both Unley and Campbelltown, that there are opportunities to reduce the costs of lighting; improve the service level and improve the environmental outcomes.

RECOMMENDATION

MOVED:
SECONDED:

That:

1. The report be received.

2. Council, in partnership with Campbelltown Council, and any other interested councils, endorses the Administration to commence a Street Lighting Infrastructure Project, including a tender process, to find an alternative lighting solution for their councils that will lead to the realisation of a combination of benefits covering reduced lighting costs, improved service levels and improved environmental outcomes.
 3. The scope of the project will not only include a change-over to LED for most/ all street lights, but also the use of smart technology opportunities in selected precincts/ strips.
 4. The Local Government Association (LGA) be informed that both the Cities of Unley and Campbelltown have considered the LGA's business case regarding LED lighting, and support, in principle, the establishment of a local government subsidiary for public lighting services, but do not at this point commit to using the subsidiary to manage both Councils' lighting infrastructure.
-

1. RELEVANT CORE STRATEGIES/POLICIES

- 1.2 Emerging Technology is embraced
- 3.2 An integrated, accessible and pedestrian friendly City
- 4.1 Renowned for its lifestyle and environmental balance

2. DISCUSSION

Street lighting through Unley and Campbelltown is largely owned by SA Power Networks (SAPN) with a small percentage of lighting being Council owned. Much of the infrastructure is aged, providing an inconsistent standard of lighting across the City. The electricity to power the lighting Infrastructure is currently obtained through the retail provider Origin Energy.

Currently, Unley and Campbelltown Councils are in a joint contract arrangement with a number of other councils for the supply of their street lighting. This contract is organised and managed through the Local Government Association.

During 2013 both Councils conducted audits of the street lighting throughout their cities and began to explore opportunities to reduce costs associated with lighting, make better use of available technology, and improve environmental outcomes.

Key findings of the audits included:

- Current Street Lighting Service Levels are below standard, with the main contributor being old infrastructure. As an example over 50% of the current infrastructure in Unley is greater than 15 years old. In addition, there does not appear to be a pro-active maintenance regime in place for the lighting.
- SAPN, as the street lighting service provider, supplies these services through a negotiated framework, however their cost structure and charges have been the subject of a review previously and it is unlikely that significant step change will be achieved through another iteration of dispute lead by the LGA.
- The current SAPN tariff structure would result in higher tariffs if new infrastructure is introduced, possibly offsetting any savings made by Council in electricity charges. The net benefit would be environmental rather than financial.
- Potential savings of at least \$100,000 per annum, and over 1,050 tonnes of CO², could be achieved through the provision of new street lighting infrastructure in the City of Unley. The current hurdle is the near monopoly on street lighting infrastructure held by SAPN. This monopoly is as a result of incumbency rather than regulation or competitiveness, and there are clear precedents for alternative infrastructure providers.

Since the completion of the audits there has been substantial change in the tariff structure and charging by SAPN, resulting in a reduction in the tariff charges. However, there has been little or no change in the SAPN delivery model.

Currently street lighting costs Unley Council in the order of \$485k (in 2017-18 it is anticipated this will increase to \$546k, an increase of 13%).

Following on from the work undertaken by Unley and Campbelltown Councils, ERA, in late 2015 and early 2016, started to explore opportunities in relation to existing street lighting. This included the changing of existing luminaires to LEDs as well as switching our Cities' lighting to smarter technology, including the use of smart posts. A tender process commenced but was suspended waiting for the completion of an independent review related to the procurement process and associated probity issues. While the findings of this independent review concluded that the tender process did not need to be abandoned it was decided to stop the process, due mainly to the negative press articles that had been written on the topic.

In late 2016 the LGA completed a business case to switch to LED lighting for all Council owned street lights across the State. The LGA is proposing a single model for all Councils, namely a subsidiary of the LGA with ownership of the street lighting infrastructure, and with outsourced operations and maintenance. In the meantime, the LGA has recommended that Councils do not accept the tariff offer being currently offered by SAPN.

The LGA is seeking feedback from each Council on whether they support the establishment of a local government subsidiary for street lighting services, the model they prefer, and whether they would use the subsidiary to manage the Council's lighting infrastructure.

Learnings from both the ERA street lighting tender process, and the LGA business case financial modelling, supports our Public Lighting Audit findings, that significant savings can be expected for councils if an alternative solution was adopted.

There are also significant other benefits available through using technology associated with the light poles in selected locations, linked to the "smart city" concept.

In discussions with ERA Mayors, it appears that some are not keen to restart the tender process to find an alternative lighting solution for their councils. Unley and Campbelltown Councils are exceptions and are looking at conducting a joint project. It is believed that there may be other metropolitan Councils interesting in participating in this project.

The proposed tender process would likely cover a change-over to LED for most/ all street lights, and also include the use of smart technology opportunities in selected precincts/ strips. As an example, in the City of Unley, a change-over to

LED's is likely to be recommended for most streets with smart technology to be looked at for the main-streets such as King William Road.

If the project is to recommence, there are a number of changes to the previous procurement process and governance structure that will be implemented based on the feedback from the independent review. In particular:

- A Steering Committee would be established comprised of participating CEO's of each Council, a probity advisor, a governance advisor, and possibly other key staff members.
- The procurement process would involve engaging an independent organisation(s)/individual(s) to help prepare the necessary specifications and tender documentation, lead the tender process, and conduct discussions/ negotiations with key stakeholders, including SAPN and AER. This independent advisor(s) would have no connection with any potential tendering party.

3. ANALYSIS OF OPTIONS

Option 1 – Council, in partnership with Campbelltown Council, and any other interested councils, endorses the Administration to commence a Street Lighting Infrastructure Project, including a tender process, to find an alternative lighting solution for their councils that will lead to the realisation of a combination of benefits covering reduced lighting costs, improved service levels and improved environmental outcomes.

The scope of the project will not only include a change-over to LED for most/ all street lights, but also the use of smart technology opportunities in selected precincts/ strips.

The Local Government Association (LGA) be informed that both the Cities of Unley and Campbelltown have considered the LGA's business case regarding LED lighting, and support, in principle, the establishment of a local government subsidiary for public lighting services, but do not at this point commit to using the subsidiary to manage both Councils' lighting infrastructure.

This option will enable Council to realise benefits identified in the lighting audits, and LGA Business Case, including reduced costs of potentially in excess of \$100,000 pa (following the changeover to LED Lighting), improved lighting with a range of technology opportunities, and improved environmental outcomes.

This option also enables Administration to provide feedback to the LGA as requested by them in January 2017.

Option 2 – Council does not proceed with seeking to realise opportunities identified in Council's street lighting audit

Asset related data from the audit is captured within the Asset Management System and Council continues with the existing contractual arrangements, tariffs, and out of date infrastructure providing substandard lighting at high cost to the community, until at least an LGA led local government subsidiary is formed.

Opportunities to use lighting infrastructure to advance the “smart city” concept are not realised.

Council could still provide a response to the LGA survey on a willingness in principle for the LGA to continue to explore the formation of a subsidiary to manage street lighting on behalf of Councils.

4. RECOMMENDED OPTION

Option 1 is the recommended option.

5. POLICY IMPLICATIONS

5.1 *Financial/budget*

- Savings in the order of \$100,000 pa can be expected to be realised as a result of proceeding with Option 1, and specifically the changeover to LED lighting.
- A budget provision of \$50 000 should be made in 2017/18 to conduct the joint project with Campbelltown Council. This funding will provide for an independent specialist assistance and advice as mentioned in Section 2.

5.2 *Legislative/Risk Management*

- There are potentially some legislative arrangements relating to third party access to SAPN infrastructure which will need to be worked through as part of the project. These discussions are currently occurring between SAPN and the LGA.

5.3 *Staffing/Work Plans*

- As mentioned above there will be some expert resources brought in to support this project as required.

5.4 *Environmental/Social/Economic*

- Street lighting is the major carbon producer of Council infrastructure. Consequently, this project will lead to significantly improved environmental outcomes.
- The project is expected to realise social and economic benefits through improved lighting solutions and the use of technology in our streets.

5.5 Stakeholder Engagement

- No community engagement is required to conduct this project.

6. REPORT CONSULTATION

Both CEOs from the Cities of Campbelltown and Unley have worked collaboratively in the preparation of this report.

7. ATTACHMENTS

Nil

8. REPORT AUTHORISERS

| <u>Name</u> | <u>Title</u> |
|--------------------|----------------------------------|
| Peter Tsokas | Chief Executive Officer |
| John Devine | General Manager City Development |
| | |

INFORMATION REPORT

| | |
|-------------------------|------------------------------------|
| REPORT TITLE: | COUNCIL ACTION RECORDS |
| ITEM NUMBER: | 841 |
| DATE OF MEETING: | 24 APRIL 2017 |
| AUTHOR: | CAROL GOWLAND |
| JOB TITLE: | EXECUTIVE ASSISTANT TO CEO & MAYOR |

EXECUTIVE SUMMARY

To provide an update to Members on information and actions arising from resolutions of Council.

RECOMMENDATION

MOVED:
SECONDED:

That:

1. The report be noted.
-

COUNCIL ACTION REPORTS - ACTIONS TO March 2017

| Meeting | Item | Subject and Council Resolution | Resp. | Status/Progress |
|---------|------|--|-------------------------------------|---|
| DSP | 3 | Draft General Development Plan - 2. Do not endorse the draft General DPA in its current form. 3. An opportunity be provided for the scope, nature and timetable of the DPA to be revised to address the issues of concern of the Committee. 4. A further report be provided to the Committee in June 2015. | General Manager | Progress delayed due to priorities with other Council DPA's and responding to Minister's DPA's. Activity Centres Ministerial DPA approved in April 2016 whereby scope and nature of policy in General DPA required major review, in addition to DSPC revisions. Currently revised draft DPA with DPTI seeking feedback before reporting to Council. No change to status – still with DPTI |
| | 467 | Resilient East Climate Change Adaptation Plan - 2. Council gives in principle endorsement of the Resilient East Regional Climate Change Adaptation Plan (Attachment 1). 3. Council endorses Adelaide City Council's continued involvement in the Resilient East Regional Climate Change Adaptation project partnership. 4. Council notes that the Resilient East Project Steering Group will continue to oversee the project and develop recommendations for the ongoing governance and implementation framework for project partners, including councils and State Government. 5. A subsequent report be presented to Council outlining the priority projects, partners, and funding expectations included in the Resilient East Regional Climate Change Adaptation Plan. | General Manager City Development | Waiting on a report from Resilient East before preparing a further report to Council. |
| | 522 | Parkside on Street Parking - 2. Subject to approval from DPTI of the concept, community engagement on (pay for use) parking bay indentation along Greenhill Road be supported. 3. Further investigation into the introduction of Smart Parking technology occur, and if the proposal looks to have promise, a report be provided to a future meeting regarding a trial in the Parkside area. 4. A report outlining the outcome of the above community engagement be presented to Council as soon as the results are available. | General Manager City Development | Community Engagement and further investigation works are to occur in June 2017 with a report to Council following the community engagement process. |

COUNCIL ACTION REPORTS - ACTIONS TO March 2017

| Meeting | Item | Subject and Council Resolution | Resp. | Status/Progress |
|---------|------|---|-------------------------------------|---|
| | 564 | <p>Motion of Notice from Councillor Salaman re Rescission Motion. 2. Council determines not to sell the land at the rear of 75 King William Road.</p> <p>3. A fence be erected on the actual boundary at Council's cost.</p> <p>4. Council advise the owners of 2, 4, 4a, 6 and 8 Cleland Avenue of Council's decision.</p> <p>Cleland Avenue</p> <p>2. Council determines not to sell the land at the rear of 75 King William Road at this point in time.</p> <p>3. Residents be offered continuing use of the land at a peppercorn rental (of \$10.00 per annum, per property) for a period of 5 years, or less if required by Council.</p> <p>4. A legally binding agreement between the residents and the Council, which includes acknowledgement of Council's ownership, the liability issues, be prepared and signed by Council and the owners of 2, 4, 4a and 8 Cleland Avenue.</p> <p>5. The cost of the legal agreement be borne by the owners of 2, 4, 4a and 8 Cleland Avenue.</p> <p>6. The existence of the encroachments and Lease be noted on the Property Files of Nos 2, 4, 4a & 8 and (Section 7 Statements).</p> <p>7. Council advise the owners of 2, 4, 4a, 6 and 8 Cleland Avenue of Council's decision.</p> <p>8 Council authorise administration to undertake any necessary action to protect Council's interest in the land abutting No. 6 Cleland Avenue.</p> | General Manager City Development | <p>Agreements finalised for 3 of four properties with the owner of no.6 now contemplating the license option (previously not interested). Currently following up with no. 6.</p> <p>No. 6 is not interested in occupying the piece of Council land behind his property – I have inspected with the Team Leader Arboriculture this piece of land and no works at present are required by Council,</p> <p>4th Ground Lease is with CEO & Mayor to sign & Seal.</p> <p>COMPLETED</p> |
| | 584 | Millswood Sporting Complex Detailed Design | | This matter has been 'laid on the table'. |

COUNCIL ACTION REPORTS - ACTIONS TO March 2017

| Meeting | Item | Subject and Council Resolution | Resp. | Status/Progress |
|---------|------|--|---------------------|--|
| | 631 | MOTION ON NOTICE FROM COUNCILLOR PALMER RE LANE COVE STYLE DELIBERATIVE POLLING - That: 1 The Administration prepare a report advising Council on how the Lane Cove style Deliberative Polling could assist Council in achieving the Goals of our Community Plan. 2 The report be presented to Council no later than the March Council meeting of 2017. | GM City Development | Report to be presented to Council at May 2017 meeting. |
| | 714 | NOTICE OF MOTION - COUNCILLOR SMOLUCHA RE SHARED ZONE NAIRNE TERRACE GOODWOOD - 1. Council staff evaluate the feasibility and estimated cost of creating a shared zone on Nairne Terrace, Forestville. 2. A report be prepared and presented for Council to consider the project as part of the 2017/18 budget discussions. | GM City Development | Administration has engaged Tonkin to undertake the design work on some options for Nairne Tce Forestville. As part of this process, a physical survey of the area has been completed of the possible design options for Tonkin to go away and create 2 concept drawings. Cost estimates will come out of the design options we go with. Report to be presented to Council in May 2017. |
| | 744 | Notice of Motion Councillor Rabbitt re Vacant Land at 251 Goodwood Road - 1. Administration investigates ownership of the vacant land at 251 Goodwood Road, Kings Park (believed to be owned by the Department of Planning Transport and Infrastructure). 2. On the basis of 1. above being confirmed, Administration requests the transfer of ownership of this land to the City of Unley 'gratis', on the basis that council will maintain the land in a tidy state. 3. Administration prepares a concept plan and costing for a low maintenance, dry garden area that would provide an additional 'green space', enhance the western approach to the Millswood Train Station and hopefully discourage the regular dumping of rubbish at the site. 4. Administration identifies funding sources as part of the 2017/18 budget process. | GM City Development | Land owner has been confirmed as DPTI. Initial discussions have occurred with representation of DPTI to explore the possibility of transfer of ownership and/or for Council to improve the land. |

COUNCIL ACTION REPORTS - ACTIONS TO March 2017

| Meeting | Item | Subject and Council Resolution | Resp. | Status/Progress |
|---------|------|--|---------------------|--|
| | 745 | Notice of Motion Cr Boisvert re Victoria Street and Goodwood Road - Council request administration to monitor the turning movements out of Victoria Street on to Goodwood Road, following completion of the current upgrade works and report back to Council on any proposed changes required to remedy any additional queuing experienced by traffic wanting to exit Victoria Street in peak periods. These recommendations may involve the banning of right turns out of Victoria Street into Goodwood Road during the peak periods. | GM City Development | Report in this agenda. |
| | 768 | Goodwood / Wayville Parking Trial - 1. The report be received. 2. The Pay for Use parking zone at Bartley Crescent be endorsed to continue. 3. The 4 hour parking zones in Goodwood and Wayville areas be endorsed to continue. 4. Council Administration continue to pursue other opportunities across the City to introduce paid parking. 5. Council further consult with the residents of Almond Street and Essex Street South with regard to their requirements for restricted parking in their streets and implement agreed changes 6. All unnecessary sign posts be removed. | GM City Development | The trial is completed. Council Administration will begin community engagement with Almond and Essex Streets residents in April 2017 as per Council endorsement. |

COUNCIL ACTION REPORTS - ACTIONS TO March 2017

| Meeting | Item | Subject and Council Resolution | Resp. | Status/Progress |
|---------|------|--|---------------------|------------------------|
| | 764 | Notice of Motion Cr Schnell re Goodwood Road / Victoria Street Junction - 1. Administration defer planned works at the Victoria Street/ Goodwood Road junction until residents in the area adjacent to Victoria Street are consulted on the planned treatments, and Council receive a report on the matter. 2. A temporary traffic management treatment, resembling the planned works, be installed at the junction, so that residents get an understanding of the new junction layout. 3. Traffic operations at the junction be monitored during the temporary treatment trial. 4. Residents in the catchment area of Victoria Street be consulted on the proposed treatment of Victoria Street/ Goodwood Road junction. 5. A report on the results of the consultation, and any traffic operational learnings during the trial, be presented to Council at its April 2017 meeting. 6. Negotiate any variations caused by this delay with the constructing contractor. | GM City Development | Report in this agenda. |

COUNCIL ACTION REPORTS - ACTIONS TO March 2017

| Meeting | Item | Subject and Council Resolution | Resp. | Status/Progress |
|---------|------|---|---------------------|--|
| | 762 | <p>Notice of Motion Cr Rabbitt re Brown Hill Keswick Creek - That:</p> <p>Further to the Motion passed at the Special Council Meeting held on Tuesday 29 September 2015 (Item 277) and in the absence of any substantive action in implementation, Council request:</p> <ul style="list-style-type: none"> • The immediate support of the Brown Hill Keswick Creek Steering Committee, with financial assistance from the Stormwater Management Authority (SMA), to investigate the instance of obstacles along the creek bed and lower channel, working with residents to clear them as a priority. • The Adelaide & Mount Lofty Ranges Natural Resources Management Board remind creek-owners of their responsibility to maintain their section of the creek in good condition and keep it clear of obstructions. • The SMA's formal response to the Councils' submission of the Stormwater Management Plan (SMP) for approval nearly 12 months ago (March 2016). • Clarification from Minister Hunter as to the cost sharing arrangements for this project as the five catchment Councils have not agreed to pay half the cost of this project. | GM City Development | <p>The BHKC committee discussed the matter of priority works in the channel and has tasked the Technical Group to define the required works along the full length of the creek. The Technical Group will report back to the Steering Committee by the end of May.</p> <p>A letter is to be sent to the NRM Board from the BHKC Steering Committee requesting that they remind creek owners of their responsibilities.</p> <p>A formal response from SMA received, enclosing the SMP.</p> |
| | 765 | <p>Notice of Motion Cr Schnell re Leah Street Forestville - That Council staff:</p> <ol style="list-style-type: none"> 1. Monitor the perceived higher volume of traffic, especially heavy vehicles using Leah Street, Forestville. 2. Determine what can be done to reduce the volume of heavy traffic on Leah Street. 3. Engage with construction company Outside Ideas (on Leader Street, Forestville) and request that their heavy vehicles avoid Leah Street where practical. 4. Determine and submit an appropriate request to DPTI to assist in reducing the volume of traffic on Leah Street, especially heavy vehicles and to stop detouring traffic down Leah Street during road closures on South Road. 5. Provide a report to Council in April 2017. | GM City Development | <p>Actions as directed by Council are being undertaken. A report on the outcomes of the investigations is to be presented to Council in May 2017.</p> |

COUNCIL ACTION REPORTS - ACTIONS TO March 2017

| Meeting | Item | Subject and Council Resolution | Resp. | Status/Progress |
|---------|------|--|---------------------|--|
| | 769 | Rugby and Porter Streets Bike Route Upgrades - 2. Infrastructure changes as outlined in Attachment 1 be approved for implementation with the amendment that at the Young Street/Porter Street intersection the stop bars are moved into the intersection as far as possible to improve safety. 3. The Mayor and CEO be given authority to enter into a co-funding agreement with DPTI to enable the project works to be undertaken. 4. Consideration be given to undertaking Stage 2 works as part of the 2017/18 budget consideration. | GM City Development | As per Council's recommendation, Young / Porter Streets intersection to be designed by an independent consultant with a further report back to Council once the design work is completed. |
| | 770 | Sturt Football Club Additional Parking Controls for Matches at Unley Oval - 2. Council supports the SFC's request for additional parking (and parking permits), by approving temporary parking along Rugby Street (angled parking adjacent to the Village Green) for game days only. 3. Sturt Football Club be advised of the Council decision. | GM City Development | Council Administration has met with Sturt Football Club to progress the changes as per the Council's recommendation. The changes are to commence in line with the 2017 Football season. COMPLETED |

COUNCIL ACTION REPORTS - ACTIONS TO March 2017

| Meeting | Item | Subject and Council Resolution | Resp. | Status/Progress |
|---------|------|--|---------------------|--|
| | 766 | <p>Notice of Motion Cr Salaman re Development Issues</p> <p>That: 1. The Administration formally advise the Minister in writing of the Council's and public's concerns, as outlined below, over the progressive State Government initiatives to reduce public representation and Council participation in development assessment and decisions of applications not fully confirming with the approved local Development Plan and request changes be made to the forthcoming Development Regulations to address the concerns:</p> <ul style="list-style-type: none"> • Severely reducing who is notified of planning applications and who may make valid representations on developments potentially affecting their properties. • Emancipation of the "Significant Tree" legislation to a point where little protection remains, and generally neighbours are not notified. • The desire to remove Elected Members from Development Assessment Panels, and replace them with "experts". • Bypassing councils with larger applications which can be made to the Development Assessment Commission. Only minimal input from the council is allowed • The proposal for regional assessment boards to replace local DAPs and its potential to further isolate "local" input into the decision making process." | GM City Services | <p>In progress, letter to be sent by the Minister by the end of March 2017</p> <p>Letter dated 27 March sent to Minister for Planning formally outlining the Council's concerns and requesting advice on the issues raised.</p> <p>COMPLETED</p> |
| | 771 | <p>Management of Encroachments onto Council Property - All 'existing' encroachments identified during the 2015/16 audit be dealt with by providing a five (5) year Permit at no cost to the property owner</p> | GM City Development | Contractor engaged and Licenses being created and forwarded to property owners. |

COUNCIL ACTION REPORTS - ACTIONS TO March 2017

| Meeting | Item | Subject and Council Resolution | Resp. | Status/Progress |
|---------|------|--|---------------------|--|
| | 772 | Proposed Road Opening Western Corner of Blyth and Nelly Streets Parkside - 2. Council accept the gift of the small piece of land on the western corner of Blyth and Nelly Street, Parkside, and undertake the process under the Roads Opening and Closing Act 1991, to transfer this piece of land to public road, at Council's expense. 3. Subject to the response to the Community Consultation process, the Chief Executive Officer and Mayor be approved to sign and Seal where necessary, any documents to complete the roads opening process. | GM City Development | Undertake full Road Opening process - this may take up to 12 months to complete. |
| | 773 | Proposed Road Closure of Pieces of Rugby Street (Haslop Reserve) and Cremorne Street Malvern - 1. The report be received. 2. In accordance with the process under the Roads Opening and Closing Act 1991 that sections of the public roads known as Rugby Street (currently known as Haslop Reserve) and Cremorne Street, Malvern be closed as a public road and a Certificate of Title be issued in the ownership of Council. 3. Subject to the response to the Community Consultation process to close portions of Rugby Street and Cremorne Street, Malvern (currently known as Haslop Reserve), the CEO and Mayor be approved to sign and Seal where necessary, any documents to complete the roads closing process. 4. The sections of the public road proposed to be closed be excluded from the classification of community land. 5. Notice of this resolution, be published in the Government Gazette in accordance with S193 (6) (a) of the Local Government Act. 6. Administration discuss with the Department of Education and Child Development their interest in purchasing this portion land or contributing towards the cost of the land transfer. | GM City Development | Undertake full Road Opening process - this may take up to 12 months to complete. During this process, discuss disposal or lease of land with Department of Education. |
| | 5 | Unley Central Precinct Development Plan Amendment - Post Consultation Review and Amendments | GM City Development | The edited UCP DPA and SCPAR following Council's decision on 30 March 2017 has been handed over to DPTI for their review and processing with Minister. COMPLETED |

COUNCIL ACTION REPORTS - ACTIONS TO March 2017

| Meeting | Item | Subject and Council Resolution | Resp. | Status/Progress |
|---------|------|--|---------------------|---|
| | 793 | Motion on Notice re Mills Street Right Hand Turn - Council notes the concerns raised by Mills Street residents in their recent petition to Council regarding excess and speeding traffic. Council also notes the potential solution being offered by residents, that being a trial to ban right hand turns into Mills Street from East Avenue 7am to 9am, Monday to Friday and from Goodwood Road, 4pm to 6pm, Monday to Friday. 2. This concern be considered by the 2018/19 LATM for the Clarence Park area. | GM City Development | This will e included in the LATM for Clarence Park area. COMPLETED. |
| | 795 | Notice of Motion re Conflict of Interest Provisions - The Administration write to the Minister requesting that the Conflict of Interest provisions of the Local Government Act 1999, be reviewed to clarify and simplify the requirements. The current legislation is seen by elected members as confusing and to some extent unduly restrictive. In particular, <ul style="list-style-type: none"> • Amend the definition of “substantial proportion” of ratepayers, electors or residents of the Council area” to “a substantial proportion of ratepayers, electors or residents of the area, or ward, or some other substantial class of person. | Governance | Letter drafted and sent to Minister - 11/4/17 - COMPLETED |
| | 799 | 42 Ferguson Avenue and Ferguson Avenue Reserve Myrtle Bank - Proposed Land Swap and Road Closure | GM City Development | Letters have been sent to the owners of the property. Awaiting response. |
| | 800 | Right of Review - Ombudsman SA - 2. Council respond in writing to the Ombudsman’s report, ‘Right of Review’ outlining what actions Council has taken in relation to the findings and recommendations from the report as detailed in Attachment 3. 3. Council endorse the revised “Procedure for Internal Review of a Council Decision Procedure’. | Governance | Letter including copy of Council report forwarded to Ombudsman for due date of 31/3/17. Updated policy forwarded to web updates for loading onto website. COMPLETED |

COUNCIL ACTION REPORTS - ACTIONS TO March 2017

| Meeting | Item | Subject and Council Resolution | Resp. | Status/Progress |
|---------|------|--|-----------------------------------|--|
| | 801 | Levels of Service for Property, Road Footpath and Bridge Asset Classes - 2. Council endorse the proposed targeted Level of Service as indicated in Attachment 1 for the Property, Road, Bridge, Asset Classes and preventative maintenance for Footpaths. 3. Council endorse Alternative 2 (additional \$250k) as the targeted Level of Service for reactive footpath maintenance (Attachment 2 to Item 802/17) for consideration as part of the 2017-18 budget. | GM City Development | COMPLETED. |
| | 802 | Buying Local Campaign - Community Engagement - Council consider funding of \$29,000 for a 'buy local' campaign as a new initiative in the 2017-18 Budget. | GM Business & Service Improvement | Council considered the proposal and agreed not to fund as part of the Draft 2017-18 Budget for consultation. COMPLETED |
| | 803 | Road Closure of King William Road on Sundays - Council supports, in principle, the presented costs and requirements associated with the closure of King William Road as a thoroughfare to traffic between Mitchell and Bloomsbury Streets, or similar, on up to six Sundays during the warmer months of 2017/18. AND The Administration undertakes further investigation and trader engagement on the proposed closures with a feasibility study to be presented at the May Council Meeting. | GM City Development | Project was not funded in the 2017/18 budget. COMPLETED |
| | 804 | Promoting Greater Awareness of Council Services - 2. Council notes the unanimous decision from South Australian councils at the 2016 LGA Ordinary General Meeting to reject rate capping. 3. Council continues to oppose rate capping in any form. 4. Council agrees to support and participate in the LGA's public awareness campaign, including placing material in quarterly rates notices. 5. Council notes the LGA will continue to work will all Members of Parliament and political parties to ensure rate capping is not imposed on South Australian communities. | GM Business & Service Improvement | Materials to be received and relevant items to be included with the next quarter rates notice. Council's website will be updated to more widely advertise. COMPLETED |
| | | | | |

ITEM 842

QUESTIONS OF WHICH NOTICE HAS BEEN GIVEN

QUESTIONS ON NOTICE FROM COUNCILLOR SCHNELL RE FIRE IN HIGH RISE BUILDINGS

The following Questions on Notice were received from Councillor Schnell in March 2017, and the answers are provided:

Preamble

Over recent years there have been numerous fires in high-rise buildings. These fires have been scattered world-wide, from Dubai to Melbourne. The cause has been due to use of flammable cladding imported from China. The cladding is used internally and externally during construction. Some buildings are entirely clad in the material.

In Australia, the preferred cladding is a product called Alucobond; aluminium on the outside with a mineral fibre core inside. This product is fire resistant. However, a cheap defective import from China is a product called Alucobest; aluminium on the outside with a polyethylene (plastic fibre) inside. The product is highly flammable.

The products are indiscernible to the naked eye.

In a CSIRO commissioned study, it was found that Alucobest caught fire in less than a minute.

The big cost difference between the products has been a cause for builders selecting the flammable product. Further, a lack of adequate labelling has been cited. Some products are labelled and some are not. Some products claim to adhere to Australian standards and some don't bother.

After the spectacular fire in Melbourne, a fire prevention expert warned that high-rise apartment owners were potentially living in time bombs. He said "We have a flood of building materials being brought into this country, some claiming to meet Australian standards and we know they don't, some not even bothering to make a claim of meeting Australian standards. It endangers the public and increases the chances that someone's going to be seriously injured."

Questions

1. Since the spate of fires, has there been any improvement to Australian regulatory controls, product testing and labelling?

Answer

Yes. Standards Australia, in consultation with the ABCB, industry and the Australian Fire and Emergency Services Authority Council, has developed a new Australian Standard (AS 5113), that provides procedures for the fire propagation testing and classification of external walls of buildings according to their tendency to limit the spread of fire via the external wall and between adjacent buildings. This standard has

been developed based on international practice and is consistent with the testing criteria prescribed in ISO 13785.2 and BS 8414 Parts 1 and 2.

2. Who in SA is responsible for authorising the import and use of the defective and flammable products eg. Alucobest?

Answer

There are limited mandatory requirements to have imported and domestic building products approved in Australia, a broader assessment framework exists through a combination of technical standards, the NCC and state legislation creating an obligation to ensure the performance of building products.

Australian Customs is the regulatory body responsible for administering the Commerce (Trade Descriptions) laws requiring importers to ensure products are correctly labelled.

3. In light of the fires, has regulatory authorities banned products like Alucobest?

Answer

Products like Alucobest are not banned in Australia however they are non-conforming as external cladding and do not meet relevant Australian Standards and NCC requirements. Therefore they should not be approved for use or installed in any building under current legislative requirements.

4. What controls and inspections are there for cladding products used on buildings in Unley? Further, are builders allowed to use unlabelled products that may result in a fire risk?

Answer

Inspections involving all types of Aluminium Composite Panelling (ACP) would be prioritised for new building work. Furthermore Council's Building Fire Safety Committee (BFSC) has the authority to monitor and inspect existing building stock in relation to non-compliant aluminium cladding and can enforce rectification of such non-compliance.

Council has received correspondence from DPTI regarding high risk building products requiring it consider the following matters in relation to non-compliant ACP:

- a) *Be vigilant when assessing applications for building rules consent that contain ACP.*
- b) *Prioritise the inspections of buildings with ACP where possible*

- c) *Seek testing certificates where we believe ACP has been substituted with a non-complying product*
- d) *Utilise Council's BFSC should existing buildings have been constructed with non-complying products*

The BFSC has recently reviewed two existing buildings involving ACP in Unley and both buildings were found to be compliant.

5. Given the Council vision for high-rise buildings across Unley and the risk of the use of flammable cladding, will there be any change to building inspections with emphasis on the cladding?

Answer

Council building officers are aware of the importance of issues relating to the use of unapproved building materials and will continue to be vigilant in assessing, inspecting and monitoring buildings within the Council area.

CORRESPONDENCE

TITLE: CORRESPONDENCE
ITEM NUMBER: 843
DATE OF MEETING: 24 APRIL 2017
ATTACHMENTS: 1. CORRESPONDENCE

The correspondence from

- Hon Stephanie Key MP
- Ian Hunter MLC, Minister for Water and the River Murray
- Concordia College
- Local Government Association
- Local Government Association
- Local Government Association
- Unley Road Association

be noted.

Hon. Stephanie Key MP
Member for Ashford



Electorate Office
407 Marion Road
PLYMPTON SA 5038
Telephone (08) 8371 5600
Facsimile (08) 8371 5211
Email ashford@parliament.sa.gov.au
www.facebook.com/StephKeyMP

20th March 2017

Mr Peter Tsokas
Chief Executive Officer
City of Unley
PO Box 1
UNLEY SA. 5061

Dear Mr Tsokas, *Peter,*

Re: Leah Street, Forestville

As requested by residents, along Leah Street, I attended along with Councillor Bob Schnell a meeting.

The meeting had been called due to issues surrounding traffic volumes, type of vehicles and noise on that street by the residents.

I have sought information to do with these issues from the Minister for Transport and Infrastructure the Hon Stephen Mullighan.

On receiving a reply from the Minister, I would like to meet with you to discuss these matters in more detail.

Yours sincerely,

Steph Key
Stephanie Key, MP
Member for Ashford

JD do attend also

| | | |
|---|--------------------|-------------------|
| Subject: <i>TRAFFIC APPOINTMENT</i> | | |
| Property/Street: <i>LEAH STREET FORESTVILLE</i> | | |
| Application No. | | |
| Doc. No. | <i>22 MAR 2017</i> | Class. <i>Ame</i> |
| For Info/Action: <i>CGOWAN</i> | | |

17WRM808988



Government
of South Australia

The Hon Ian Hunter MLC

Mayor Lachlan Clyne
City of Unley
PO Box 1
UNLEY SA 5061

Dear Mayor Clyne

The announcement of the Brown Hill and Keswick Creek Stormwater Management Plan (SMP) on 27 February 2017 and its subsequent Gazettal on 7 March 2017, mark major milestones in the delivery of flood protection for residents and businesses in the catchment. I would like to reiterate the State Government's support for the plan and congratulate the catchment councils on finalising the plan, in collaboration with the Stormwater Management Authority.

Now that the SMP has been formalised, it is important to focus on the implementation phase of the plan. I strongly encourage the timely creation of a regional subsidiary, in accordance with the provisions of the *Local Government Act 1999*, to begin implementation and management of the SMP.

With the funding arrangement now in place, it is vital that the initial phase of works outlined in the SMP commence as soon as possible. In particular, I understand there is an immediate need to construct detention basins in the South Parklands to alleviate an existing flooding issue in this area. I would like to see this progressed urgently alongside the establishment of the subsidiary.

I have written separately to the Mayors of the other Brown Hill and Keswick Creek catchment councils and the Stormwater Management Authority seeking timely action on implementing the plan and I trust plans are already underway regarding establishing a subsidiary to progress the plan.

Should you wish to discuss this matter in more detail, please contact Mr Steve Morton, Manager-Urban Water, Department of Environment, Water and Natural Resources on phone 8463 3017 or email steve.morton@sa.gov.au.

Yours sincerely

IAN HUNTER MLC
Minister for Water and the River Murray

22/3/2017

5

| | |
|------------------------------------|--------------------|
| Subject - KESWICK BROWN HILL CREEK | |
| Property/Street CORRESPONDENCE | |
| Application No. | |
| Doc. No. | 27 MAR 2017 Class. |
| For Info/Action C GOWLAND | |

Minister for Sustainability, Environment and Conservation
Minister for Water and the River Murray
Minister for Climate Change

Level 10, 81-95 Waymouth Street Adelaide SA 5000 | GPO Box 1047 Adelaide SA 5001
Tel 08 8463 5680 | Fax 08 8463 5681 | Email minister.hunter@sa.gov.au | www.premier.sa.gov.au



24 March 2017

Dear Members of the Concordia College community

It is with deep regret I advise that Lester Saegenschnitter has informed me of his intention to retire as Principal of Concordia Campus at the end of 2017.

On behalf of the Board of Concordia College, I wish to sincerely thank Lester for his significant contribution to the direction and success of the College since joining the teaching faculty in 2000 and becoming Principal in 2006.

Lester has been an exemplary Principal and a solid leader. His vision, engagement and unwavering commitment to Concordia has enhanced the College's profile in wider education circles. Under Lester's guidance, the school has developed a positive reputation locally, nationally and internationally.

With sound educational foresight, Lester has continually focused on enriching the educational program for our students. Lester's desire to provide innovative learning spaces and quality facilities has been the driving force for the College's building program, which has seen numerous developments including the Murtoa building, new administration hub and soon-to-be-completed Centre for Science and Discovery.

Lester has been a positive face of the College, representing Concordia at various functions and events. His involvement within the wider education sector has seen him gain influence and respect in the independent schools environment.

Of particular note is Lester's influence on the culture of the College, maintaining a caring and nurturing environment for students and teachers through his true Christian leadership and spiritual values. He has instilled a commitment to service and community, and a sense of acceptance and belonging. Lester is viewed with affection and respect by Concordia students, past and present.

The Board would like to thank God, and commend Lester, for his considered leadership of the teaching faculty and his ability to work with staff to develop their potential and create a harmonious team.

The Board has valued Lester's wisdom, knowledge and level-headedness in all situations. In particular, his collaborative approach to working with the Principal of the St John's Campus, Michael Paech, during the recent amalgamation has been sincerely appreciated.

Lester will leave the College in an excellent position and I believe his legacy will be felt for generations to come. Whilst his decision to move in a new direction in his life is respected, he will be deeply missed by the Board and the whole College community. We wish him every blessing for the future.

The Board has begun the recruitment process for a new Principal of the Concordia Campus.

Yours sincerely



Sylvia Andersons
Chair – Concordia College Board

Friday 24 March, 2017

Dear Parents/Guardians of Concordia College students

This is now my 12th year as a Principal at Concordia College and I regard it as both a privilege and an honour to serve in this role at a school that occupies an important position in the education of young people in this state. As you know, Concordia has a strong reputation as a school of choice for many families who seek an education where the pursuit of excellence is balanced with a concern for the personal growth and development of all students. Concordia is also blessed through having many dedicated staff members who dedicate themselves to supporting the engagement and deep learning of students.

Concordia College is a school that has a rich and strong heritage within the Lutheran Church and within South Australian education circles. An important component of my role has involved being a custodian of the traditions of the school while being an agent of considered change.

It may be obvious to you that Concordia College holds a very special place in my heart!

This letter is to inform you that, after much thought and consideration, at the recent meeting of the Concordia Board, I announced my intention to retire from this role at the end of 2017.

Arriving at the conclusion that the time is right for me to step down from my role as Principal has not been easy and it comes after much discussion with my wife, Bev, and a few others whose counsel I value. As the Principal of Concordia Campus, I know that we are travelling well. We have record enrolments, students like being connected to our school, we have a building construction phase that is nearing completion and, in conjunction with Michael Paech from St John's Campus, a pathway to being an ELC to Year 12 College has been successfully negotiated. More than that, we have a widely-endorsed school culture that reflects positivity and which is valued by staff, students and families alike.

However, I believe that the time is now right for my retirement. By the end of this year I will have worked for 42 years in six Lutheran Schools in three Australian states. I have thoroughly valued my involvement in Lutheran education throughout Australia and most particularly at Concordia. However, I believe that now is the time to put a greater emphasis on those aspects of work/life balance that are not easily accomplished from the position of being the Principal of a large, thriving learning community. As a former teacher and Executive leader in independent schools, Bev has been very understanding of the demands placed on me through my Principalship and she is now very supportive of my decision to step aside from this position.

The culture of Concordia is strong, the Concordia Board exercises wisdom in governance, the Concordia Campus Executive is highly competent and we are privileged to have dedicated staff mentoring our students. I am therefore confident that Concordia has a strong basis for continuing to thrive in the years ahead under the leadership of a different Principal of the Concordia Campus.

From 2018, I will continue to be a part of the Concordia community through being a past-Principal and also through being a grandparent. I won't be lost from this place. In the meantime, I remain deeply committed to fulfilling my responsibility as Principal of this great school and I will continue to work hard to strengthen the already strong relationship with St John's Campus, which will continue to be led by my highly valued and trusted colleague, Michael Paech.

The Concordia Board will now prudently and prayerfully undertake the important task of appointing the next Principal of the Concordia Campus of Concordia College. In due course, you will hear more about this process from the Chair of the Board, Sylvia Andersons.

This is an announcement and not yet a farewell and so I look forward to my ongoing contact with you in the months ahead.

Yours sincerely



Lester Saegenschnitter BSc Dip Ed MEdSt MACE
Principal



Our Reference: 649120 / AM : AC

27 March 2017

Mr Peter Tsokas
Chief Executive Officer
City of Unley
PO Box 1
UNLEY SA 5061

Dear Mr Tsokas

State Records Council

At its meeting on 16 March 2017 the LGA Board resolved to submit a panel of three nominees listed below (in alphabetical order) from which a member be appointed by the Director, State Records to the State Records Council.

- Ms Laura Fischetti (Salisbury)
- Mr Glen Heaysman (Charles Sturt)
- Cr Heather Merritt (Onkaparinga)

Thank you for your Council's nomination. Would you please formally notify Ms Wilson of the Board's decision.

We will advise you of the final appointment once we have been notified by State Records. In the meantime if you have any queries in relation to this matter please contact me.

Yours sincerely

Andrea Malone
Director Legislation

Telephone: 8224 2081
Email: andrea.malone@lga.sa.gov.au

| | | |
|----------------------------|-------------|---------------|
| Subject - LGA | | ⑦ |
| Property/Street | | |
| Application No. | | |
| Doc. No. | 28 MAR 2017 | Class. AL-511 |
| For Info/Action C. Gowland | | |



Our Reference: 649097 / AM : AC

27 March 2017

Mr Peter Tsokas
Chief Executive Officer
City of Unley
PO Box 1
UNLEY SA 5061

Dear Mr Tsokas

Power Line Environment Committee

At its meeting on 16 March 2017 the LGA Board resolved to submit a panel of three nominees listed below (in alphabetical order) from which a member be appointed by the Technical Regulator to the Power Line Environment Committee (PLEC).

- Ms Pam Andritsakis (Holdfast Bay)
- Mr Joshua Bowen (Walkerville)
- Cr Garth Palmer (West Torrens)

Thank you for your Council's nomination. Would you please formally notify Cr Sangster of the Board's decision.

We will advise you of the final appointment once we have been notified by the Minister's office. In the meantime if you have any queries in relation to this matter please contact me.

Yours sincerely

Andrea Malone
Director Legislation

Telephone: 8224 2081
Email: andrea.malone@lga.sa.gov.au

| | | |
|-------------------------------|-------------|--------------|
| Subject: LGA | | ② |
| Property/Street | | |
| Application No. | | |
| Doc. No. | 28 MAR 2017 | Class. Arden |
| For Info/Action C-Follow land | | |





Our Reference: 646970 / SPS : AC

29 March 2017

Mr Peter Tsokas
Chief Executive Officer
City of Unley
PO Box 1
UNLEY SA 5061


Dear Mr Tsokas

Local Government Advisory Committee

At its meeting on 16 March 2017 the LGA Board resolved to submit a panel of twenty three nominees listed below (in alphabetical order) from which ten representatives be appointed by the Minister, to the Local Government Advisory Committee.

- Cr Ian Bailey, Adelaide Hills Council
- Cr Mark Basham, City of Port Adelaide Enfield
- Ms Hannah Bateman, City of West Torrens
- Mr Leith Blacker, District Council of Lower Eyre Peninsula
- Ms Jennifer Brewis, District Council of Streaky Bay
- Mr Gary Brinkworth, City of Playford
- Mr Laurie Collins, District Council of Kimba
- Mr Paul Deb, City of Burnside
- Mrs Shanti Ditter, Adelaide City Council
- Mrs Alison Hancock, City of Onkaparinga
- Mr Paul Johnson, City of Playford
- Mr John Kemp, Adelaide Hills Council
- Cr Michael (Bim) Lange, The Barossa Council
- Mr Leith McEvoy, District Council of Grant
- Cr Don Palmer, City of Unley
- Mrs Sally Roberts, Alexandrina Council
- Mr Matthew Romaine, City of Mitcham
- Mr Joel Taggart, Mid Murray Council
- Mr Mark Thomson, City of Norwood Payneham & St Peters
- Mr Ryan Viney, Town of Gawler
- Mr Greg Waller, Mount Barker District Council
- Cr Graham Webster, Corporation of the Town of Walkerville
- Mr Chris Zafiropoulos, City of Salisbury

Thank you for your Council's nomination. Would you please formally notify Cr Palmer of the Board's decision.

| | | | |
|-----------------|-------------|--|-----|
| Subject | LIAISON LGA | | (7) |
| Primary/Alt | | | |
| Appraisal No. | | | |
| Doc No. | 30 MAR 2017 | | |
| For Information | C. GOWARD | | |

.../2

We will advise you of the final appointment once we have been notified by the Minister. In the meantime if you have any queries in relation to this matter please contact me.

Yours sincerely

A handwritten signature in black ink, appearing to be 'Stephen Smith', written over a series of parallel diagonal lines.

Stephen Smith
Director Policy

Telephone: 8224 2055

Email: stephen.smith@lga.sa.gov.au



29 March 2017

Peter Tsokas
CEO, City of Unley
181 Unley Road
SA 5061

Dear Peter

Re: Thank you - An Evening Under the Stars 2017

On behalf of the Unley Road Association, the Adelaide branch of the Make-A-Wish Foundation, all the performers from the evening, and the 1500+ crowd in attendance, we wish to formally thank you and the City of Unley for your continued support of our community event, An Evening Under the Stars 2017.

We really appreciated your commitment in the lead-up of the event, to helping us make the 2017 event so successful. The Committee also really appreciated you taking the time to open the event, and address the audience; we were all very impressed with your speech, and your sincere delivery.

Your personal efforts, and the Council's generous sponsorship of the event, assists us in our efforts to make our vision of a free, inclusive, family-friendly, community event possible.

Our great working relationship with you, and our partnership with the City of Unley, is vital to the success of Unley Road; thank you again.

Sincerely

James Morris
Chairman
Unley Road Association

PO Box 391 • Unley, SA 5061
Phone: 08 8120 0368 • E-Mail: unleyroad@gmail.com
Web: www.onlyunleyroad.com.au / www.facebook.com/unleyroad

MAYOR'S REPORT

TITLE: MAYOR'S REPORT FOR MONTH OF APRIL 2017
ITEM NUMBER: 844
DATE OF MEETING: 24 APRIL 2017
ATTACHMENTS: 1. FUNCTIONS ATTENDED

RECOMMENDATION

MOVED:
SECONDED:

That:

1. The report be received.
-

**MAYOR'S FUNCTIONS ATTENDED – 23 MARCH 2017 TO
19 APRIL 2017**

| MONTH | DATE | FUNCTION |
|---|-------------|---|
| March | | |
| | 23 | <ul style="list-style-type: none"> • Harmony in Conversation |
| | 24 | <ul style="list-style-type: none"> • 100th Anniversary Cocktail Party – RSL Care SA |
| | 26 | <ul style="list-style-type: none"> • Neighbour Day • Sri Lanka Food and Cultural Day |
| | 29 | <ul style="list-style-type: none"> • CPCA Owner's Executive Committee Quarterly Meeting • EM Workshop |
| | 31 | <ul style="list-style-type: none"> • 30th Anniversary Cocktail Party Lutheran Disability Services |
| April | | |
| | 1 | <ul style="list-style-type: none"> • SANFL Women's Football |
| | 2 | <ul style="list-style-type: none"> • Sturt Bowling Club Luncheon |
| | 3 | <ul style="list-style-type: none"> • Meeting with Mitcham Elected Members |
| | 5 | <ul style="list-style-type: none"> • Living Choice Information Evening |
| | 6 | <ul style="list-style-type: none"> • Building Greener Cities with Timber |
| | 9 | <ul style="list-style-type: none"> • Sinhala & Tamil New Year 2017 |
| In addition to the above I also met with Elected Members, staff, residents and various representatives from outside bodies. | | |

DEPUTY MAYOR'S REPORT

TITLE: DEPUTY MAYOR'S REPORT FOR MONTH OF
APRIL 2017

ITEM NUMBER: 845

DATE OF MEETING: 24 APRIL 2017

ATTACHMENTS: 1. REPORT

RECOMMENDATION

MOVED:
SECONDED:

That:

1. The report be received.
-

REPORT OF DEPUTY MAYOR

COUNCILLOR DON PALMER

(a) **Items of particular interest, concern or urgency**

Digital Economy (Find Your Everything) OR Intelligent (SMART) Cities

As we finalise the budget and consider whether or not we complete our Find Your Everything Campaign may I suggest it is time that we focused on a broader concept of what we might be seeing as the digital economy. I believe our focus should not be limited to a digital marketing campaign but what Council can be doing to follow the lead of the Cities of Adelaide and Prospect in creating an intelligent city.

Intelligent Cities include such areas of the future as street lighting and such things as Uber and Air BNB. It can include such areas as electronic carparking/monitoring strategies as talked about recently. How about implementing phone charging points in our main roads and our facilities. Likewise, disability scooter recharging points.

It could include Council implementing/encouraging a carpooling strategy, or setting up main street carparking strategies linked to a courtesy ride from the carpark station to the main shopping in the strip.

It ideally includes such initiatives as establishing co-working hubs, encouraging broadband cafes, etc. Not just the availability of Wi-Fi but power for using notebook computers in a main street boulevard.

Why not at Council level creating electronic development applications with appropriate cat 2 public access to the same. Likewise creating smart phone apps showing availability of, and for hiring, Council facilities (community centres, halls, sporting and recreational grounds etc). Likewise, televising council meetings.

Expanding and improving the My Local Services App should also be explored. Maybe this app could be the portal for all other applications. Local businesses could be invited to participate.

And why not each rate payer having a unique Unley email address as suggested recently by our Mayor to facilitate improved communication with our rate payers.

We have looked at or are aware of some of these strategies but in isolation. It may be time we incorporate them all (and more) into a consolidated Smart or Intelligent City Strategy.

So, as we see the Find Your Everything Strategy come to a close, should we not be looking at an Intelligent City Strategy.

I would trust we can find room in our budget to incorporate some initial investigations into this and that we can see our way clear to having an ongoing intelligent city strategy. At the very least we should use the next 12 months to create an agenda to recognise and formulate what the next and subsequent Councils will need to do to implement and maintain an Intelligent City Strategy.

(b) **Functions Attended** (up to the time of writing this report)

These functions/events are in excess of those I would normally attend.

| | |
|------------------------|--|
| 21 st March | Along with the Mayor, Crs Boisvert, Schnell and Smolucha and CEO Tsokas & Alan Johns, met with Tennis SA representatives regarding lease at Goodwood Oval. |
| 22 nd March | Attended Walford Girls visit to Council. |
| 22 nd March | Attended ERA meeting. |
| 23 rd March | Met with Warren Jones & Joe Haslam re the Unley Central DPA |
| 23 rd March | Attended Harmony in Conversation at the Town Hall. |
| 24 th March | BBQ with Crs Koumi, Lapidge and their partners, and Cr Smolucha. |
| 26 th March | Attended neighbour day activities at Clarence Park Community Centre, St Chad's Anglican Church and Soutar Park. |
| 26 th March | Attended B grade Cricket Final between Goodwood CC and Hope Valley. |
| 27 th March | Along with Mayor and senior management met with and discussed our MoU with Unley Concert Band representatives |
| 31 st March | Attended Intelligent Cities Forum at City of Prospect. |
| 31 st March | Attended Lutheran Disability Services 30th Anniversary Cocktail Party. |
| 1 st April | SANFLW Grand Final at Unley Oval. |
| 3 rd April | With most members of Council met with some of the members of Mitcham Council to discuss the future of Centennial Park. |
| 4 th April | Unley Business Breakfast. |
| 5 th April | Living Choice Information Evening of Services offered by the City of Unley |
| 6 th April | Farewell for Rebecca Wilson |
| 6 th April | Goodwood Saints FC Senior Jumper Presentation |
| 8 th April | Season launches for Goody Saints FC. |
| 9 th April | Goodwood Saints FC Junior jumper presentation |
| 10 th April | Attended lunch and learn session hosted by Mandy Smith re State Govt. changes to community services. |
| 10 th April | Discussed lighting issues with members of Millswood Croquet Club. |

I also had a number of one on one conversations with a number of members and the Mayor and saw a number of ratepayers with concerns to assist.

REPORTS OF MEMBERS

TITLE: REPORTS OF MEMBERS
ITEM NUMBER: 846
DATE OF MEETING: 24 APRIL 2017
ATTACHMENTS: 1. REPORTS

Council to note the attached reports from Members

1. Councillor M Rabbitt
2. Councillor B Schnell

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REPORTS OF MEMBERS

TITLE: REPORT FROM COUNCILLOR RABBITT

Functions Attended

23 March

Harmony in Conversation

This year, the City of Unley really started to address the true purpose of Harmony Day.

In the evening invited guests discussed a range of questions about multiculturalism - how accepting we are, or not, of other cultures; how our background/culture forms the way we think; how attitudes might be changed; our score on a Pulsometer of acceptance, etc.

Prior to this event there will be a similar session run in the morning with local schools, to gain a student youth perspective, council staff will be facilitating this session.

26 March

Neighbour Day

Three events were held to celebrate this special day – they were at the Clarence Park Community Centre, St Chad's Church at Highgate, and Soutar Park at Goodwood.

I attended Soutar Park where there was a large number taking the opportunity to renew friendships and make new ones. Among the people I spoke to, all were of the view that this relaxed format was a great idea and they looked forward to a repeat performance next year.

31 March

30th Anniversary of Lutheran Disability Services

Prior to this function, I was not aware of the nature and extent of services provided by Lutheran Disability Services in the City of Unley.

Guests were most appreciative to Council for hosting this event, but I think we were actually the major beneficiaries by having the opportunity to meet others who have so much to offer their community.

4 April

Unley Business Breakfast

Todd Clappis from The Department of the Premier and Cabinet was a most interesting speaker on 'Business and the 'Sharing Economy'.

Sharing of assets makes a lot of sense from both a business and personal perspective as a means of better utilising costly assets.

Again, I found opportunity to meet people from a variety of businesses operating in and near the Unley area to be most beneficial from a Council networking perspective.

5 April

Living Choice Information Evening

This facility is a wonderful example of a high rise development blending into a residential area, providing the opportunity for long term, older residents of the City of Unley to continue to live in or near their former neighbourhood.

There are also new residents to our city living here and the evening was an excellent opportunity to inform them of the many services that we provide.

Full credit to our staff who spoke so well on their special areas of expertise.

Unley Museum Exhibition

The new exhibition, Child X, is an initiative of SAYarts and supported by the City of Unley. The exhibition is an installation of sound and visual elements that re-tell the stories of young people in contemporary society today.

Although I was late arriving, there were many young people still present – some of whom were part of the program and other were their friends who attended the launch.

I was impressed by the enthusiasm of these young people and to see them embracing the other exhibitions in our Museum.

REPORTS OF MEMBERS

TITLE: REPORT FROM COUNCILLOR SCHNELL

The list below mostly excludes events and activities that I would normally attend as an Elected Member eg. Council/Committee meetings, Workshops, Briefing sessions, discussions with staff and community events.

At all events attended, any expense incurred was funded by myself.

Sunday 26 March

It was a beautiful sunny day and it was Neighbour Day. Unley Council had celebration events organised at three venues. Neighbour Day is Australia's celebration of community. It's an annual event. It encourages people to connect with others in the community; especially their neighbours. This year the theme for Neighbour Day was 'The Importance of Social Connection for the Elderly'. However, I didn't get the opportunity to attend a Neighbour Day event. I had a prior engagement at the Fullarton Park Community Centre to officiate at the launch of the Sri Lanka Festival.

There was a huge crowd of people, many local and I recognised some from Goodwood and Black Forest; and of course there were many from the Sri Lanka community. This was the fifth year of the Sri Lanka Festival held in Unley, at Fullarton. During the launch the City of Unley received much recognition and appreciation of assistance.

During the formalities, Mayor Lachlan Clyne and I shared the stage and we did a 10 minute soap box style one on one public conversation about the festival, life, food, cooking, cultural diversity and Neighbour Day. It was a great experience and I believe it went down well. It was totally unrehearsed. We decided to go a bit further and we assisted with the cooking demonstration. Lachlan rolled coconut roti dough while I worked on the yellow fish curry. It was so good that people lined up for a second serve.

Later, whilst enjoying some glorious Sri Lanka food, Lachlan and I discussed future soap box discussions at other community events. Maybe we need a Speaker's Corner and soap box somewhere in Unley; to encourage the community to step-up and voice their concerns.

It was a fabulous day of celebration of the Sri Lanka culture.

After the Unley Central DPA was determined by Council, after months and months of community/Council anguish it was time to take a break; and get away.

I enjoyed a couple of brief breaks; a retreat from life. Four nights spent in the Riverland and two nights in Coonawarra. It's always good to get away from city life and enjoy the slower paced life in the country. In fact, I find it to be a richer experience; then again, there is far less hardship when being there as a tourist. From a Council perspective, people in the regional areas are less demanding and more accepting of some hardships. On bin day, rubbish bins 'magically' appear on the rural road-side; the bins are driven in the back of a ute from houses far away in the bush.

In Penola, I spent half a day with French artist Monsieur Guy Detot in his workshop. Guy is a renown wood sculptor and transforms native wood into free expressions of the female human form. He has some incredible creations from Purple Mulga wood. Purple Mulga is an extremely rare and very dense wood and is included on the CSIRO endangered species list.

For more information, Google 'Guy Detot and Purple Mulga'.

It was an incredibly hectic and enjoyable half day spent with Guy Detot.

ITEM 847
UNRESOLVED ITEMS

| Meeting Date | Item | Status |
|---------------------------------|---|--|
| Council 12 September 2016 | Item 584 Millswood Sporting Complex Detailed Design | The Item remains laid on the table. |

DECISION REPORT

| | |
|-------------------------|--|
| REPORT TITLE: | MILLSWOOD SPORTING COMPLEX – DETAILED DESIGN OF BOWLS & CROQUET |
| ITEM NUMBER: | 584 |
| DATE OF MEETING: | 22 AUGUST 2016 |
| AUTHOR: | JOHN WILKINSON |
| JOB TITLE: | SPORT AND RECREATION PLANNER |

1. EXECUTIVE SUMMARY

Following the development of the Goodwood Oval and Millswood Sporting Complex Improvement Plan in August 2014, Council endorsed an allocation of \$50,000 in the 2015/16 budget for the detailed design of a revised layout of the bowls and croquet areas, as endorsed in the Improvement Plan.

During the development of the detailed designs, the Millswood Bowling Club withdrew its initial support for the endorsed Improvement Plan, advising that due to recent increased growth at the club, the endorsed plan no longer meets their needs. The position of the Millswood Croquet Club has not changed and they continue to support Council's original layout plan.

Following consultation with the two clubs and a review of possible layout options, a revised layout plan has been developed that complies with the standard playing area dimensions for both sports, as well as providing benefits for the community. However, Millswood Bowling Club still has concerns with this revised plan.

This report presents the revised layout plan to Council; however, through further consultation with both clubs, it has become clear that full agreement on this cannot be achieved. Consequently, it is suggested that the project now focus on building upgrades and leave the existing layout as it is.

2. RECOMMENDATION

That:

1. The report be received.
2. No further action be undertaken at this time regarding changes to the layout of the sports playing areas and recreation areas at Millswood Sporting Complex.
3. Commence design work for upgrades to the existing bowls and croquet buildings (including opportunities for shared facilities) and surrounding areas, based on the current layout of playing areas.

4. Discussions commence with user groups on funding contributions towards any upgrades.
 5. The community and Clubs be advised of the Council's decision.
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1. RELEVANT CORE STRATEGIES/POLICIES

Undertaking master planning of Goodwood Oval and Millswood Sporting Complex is a specific action within Council's 4 Year Plan and directly aligns to the strategic outcomes of our Community Plan 2033, primarily to support the objectives of the *Living: Our Path to a Thriving City* theme.

The improvement of Council's sport and recreation infrastructure, including Millswood Sporting Complex, is also identified in a number of key Council strategies and plans, including (but not limited to):

- *Living Well* – The Regional Health Plan for the Cities of Unley and Mitcham
- *Living Active*, Sport and Recreation Plan 2015-2020, City of Unley
- Open Space Strategy, City of Unley
- Disability Action Plan, City of Unley
- Asset Management Plans.

2. DISCUSSION

Background

The goal of this project is to enable Council to strategically plan for future improvements at the Millswood Sporting Complex, as well as to seek external funding as opportunities arise. This project is focussed on the bowling and croquet facilities at the complex, and an overview of these groups is as follows:

Millswood Bowling Club

- Established in 1921
- 112 social bowlers (at capacity on Thursday nights during summer season)
- 48 pennant bowlers (Wednesday and Saturday during summer season)
- Approximately 100 people attend social nights every Friday during summer season
- Current lease for the bowling greens and building until August 2019.

Millswood Croquet Club

- Established in 1922
- 76 playing members
- Croquet activities held six days per week during summer and five days per week during winter
- Current lease for the croquet lawns and building until November 2018.

Planning for future improvements at Goodwood Oval and Millswood Sporting Complex has been guided by an Improvement Plan, endorsed by Council in August

2014, along with a Staged Implementation Plan, endorsed in April 2015. As a result of the Staged Implementation Plan, Council recommended the following:

- “3. Detailed designs to support the future facility upgrade requirements for Millswood Bowling Club and Millswood Croquet Club proceed.”*

An amount of \$50,000 was allocated in the 2015/16 budget for undertaking a detailed design, which was based on the layout plan recommended in the Improvement Plan (Attachment 1 to Item 584/16). The original layout plan is included on page 69 of the Goodwood Oval and Millswood Sporting Complex Improvement Plan.

Attachment 1

The existing layout of the croquet and bowls facilities is shown as an aerial image in Attachment 2 to Item 584/16.

Attachment 2

The original layout plan involved the inclusion of a new fourth full-size croquet lawn, responding to the growth in this sport and increasing membership of the Millswood Croquet Club, as well as the installation of a new synthetic lawn bowling green, with a reduction from 14 rinks (currently) to 10 rinks.

The original layout plan was developed in consultation with the sporting clubs located at Millswood Sporting Complex and the local community during early 2014, with both the bowling and croquet clubs providing letters of support for the proposed layout plan. The rationale for the original concept is outlined in further detail in the Improvement Plan on pages 43 to 71.

Subsequently, as the detailed design project progressed, it has become apparent that the Millswood Bowling Club no longer supports the recommendation for a reduction to their existing greens. This is primarily due to a growth in participation and patronage at the club over the past two years.

During these discussions, the Administration reiterated the position of Council and the level of research and consultation that occurred to develop the informed, evidence-based recommendation. However, the club feels that they were consulted when they were experiencing a difficult financial period (March 2014), and have since improved their financial position through increasing patronage in their social bowls and meals programs.

While they were previously supportive of the original layout plan, the bowling club now advise that they require two square greens to be able to sustain their recent growth. They also no longer support a synthetic green, but rather request two natural turf greens.

The position of Millswood Croquet Club has not changed as they are seeking a new fourth full-size lawn as identified in the original layout plan. This position is also supported by the Improvement Plan (2014) and Croquet SA, as the club is growing, and the nearest croquet club's catering for competition play are at Holdfast Bay, Marion and in the CBD (on Hutt Road).

Revised Layout Plan

In order to strengthen future funding opportunities, it is important that the proposal developed is supported by all users and demonstrates maximum community benefit. Therefore, given the bowling club's changed situation, further investigation has been conducted to determine if a compromise could be achieved that would enable the retention of two bowling greens and provision of a new fourth full-size croquet lawn, as well as improvements for public access and recreation.

Following consultation with both clubs and a review of options with the aim of achieving a compromise, a revised layout plan has been developed (Attachment 3 to Item 584/16).

Attachment 3

Bowling Greens

The revised layout plan shows the relocation of the bowling greens to the east, with one green located directly north of the existing building ('A Green') and one to the east of the building ('B Green'). The plan also identifies a fourth full-size croquet lawn located next to the existing lawns, as well as changes to public open space and vehicle and pedestrian access.

Under the revised layout plan, the size of the 'A Green' is not significantly reduced (a small reduction of 150mm to the north-south length and a reduction of 400mm to the east-west length).

The size of the 'B Green' has been reduced by 1.65 metres along the north-south length. There is no change to the east-west length, however this is based on the 'chamfering' of the north-east and south-east corners of this green, which is similar to the existing design of this green. It should be noted that the dimensions shown in the revised layout plan are the maximum permissible within the site if vehicle and pedestrian access to the Belair train line and Millswood Lawn Tennis Club are to be retained, and also to meet disability access guidelines for the bowling and croquet clubs.

Through consultation with the bowling club, both greens have been designed to be square (rather than rectangular), to enable play in both directions (north-south and east-west) with a 200mm width 'ditch' around the perimeter of both greens. At the request of the bowling club, it is proposed that the greens have a natural turf playing surface, rather than synthetic turf.

It is intended that the design of the buildings, recreation areas and vehicle and pedestrian access will be undertaken once a layout plan has been finalised. This will include considerations such as the interaction between buildings and playing areas, disability access, internal building layouts and interactions between vehicles, pedestrians and bowls participants. Consideration will also be given to landscaping to ensure the design addresses principles relating to Crime Prevention through Environmental Design.

Considerations of Revised Layout Plan

The inclusion of a fourth croquet lawn will result in the unavoidable loss of a large Norfolk Island pine tree, as well as approximately five other Jacaranda trees. As part of the upgrades, new vegetation and trees would be planted, in keeping with the site and local streetscape.

The revised layout plan also proposes the relocation of the 'B Green', as well as the shared road and car parking into 1/18A Millswood Crescent, known as 'Millswood Park'. While improved access and public recreation facilities are provided in other areas, this will result in a slight reduction of overall public recreation space at Millswood Sporting Complex. Whilst a detailed study on the use of Millswood Park has not been undertaken, anecdotal evidence suggests it is highly valued by the local community.

The existing shared vehicle and pedestrian access has also been relocated to the south-eastern boundary of the complex, and up to 21 off-street car parks (an increase of 13 car parks) have been provided for. The existing road and pathway also enables public access across the Belair train line and the Administration will liaise with relevant authorities on the further detailed design of these areas.

The Administration is also aware that the resident at 18 Millswood Crescent is concerned with the proposed impact on Millswood Park. It is recommended that consultation with this resident, as well as the broader community, be undertaken as part of any further detailed design.

Club Feedback

Millswood Bowling Club

While the reduction in size of the greens complies with the *Bowls Australia Construction Guidelines (2011)*, feedback from Bowls SA acknowledges that the site is limited in its development potential and that efforts have been made to accommodate user groups. Bowls SA also observes that ideally, the facilities at Millswood Sporting Complex would be co-located together, however the Improvement Plan (2014) indicated that this would be a difficult proposition.

A key observation of both Bowls SA and the Millswood Bowling Club is the impact the revised layout plan would have on current and future participation, as well as the club's ability to attract and host tournaments (at the State, national or international level). A written submission from Millswood Bowling Club is included as Attachment 4 (to Item 584/16).

Attachment 4

The *Bowls SA State-wide Facilities Audit & Master Plan (2014)* identifies a number of facilities as 'metro regional facilities', where investment should be focused to hold regional tournaments. One such facility is the Clarence Gardens Bowling Club, which is located approximately 2km from Millswood Bowling Club. Millswood Bowling Club is identified as a 'district facility' and it could be viewed as unlikely to be a priority venue for future higher level tournaments.

The relocation of 'B Green' is also a matter of concern for the Bowling Club, who have indicated that it would impact the social interaction of participants. While this is a matter for consideration, a review of other facilities in metropolitan Adelaide indicates that this layout is not uncommon.

Millswood Croquet Club

As previously stated, the position of Millswood Croquet Club has not changed and they have also provided feedback on the revised layout plan (Attachment 5 to Item 584/16).

Attachment 5

Feedback from other Clubs and Adjacent Residents

To inform further decisions on the next steps of this project, feedback on the revised layout was requested from other clubs at Millswood Sporting Complex and residents living directly adjacent to the site. A summary of this consultation is provided in Attachment 6 (to Item 584/16).

Attachment 6

At the time this report was written, responses from the other clubs at Millswood Sporting Complex have not been received. Should this project continue, engagement with these clubs and the wider community will continue.

Project Cost

The total estimated cost provided by a Quantity Surveyor (QS) for the original layout plan developed in 2014 was \$3.177m, which does not include improvements to the Millswood Lawn Tennis Club or the South Australian Society for Model and Experimental Engineers facilities.

Whilst project staging opportunities are limited, building and lighting improvements could be undertaken at a later stage, which would further reduce the cost of changes to the playing areas, car parking and pedestrian areas.

A summary of the cost estimates provided by the Quantity Surveyor in 2014 for the original layout plan is as follows:

- Synthetic (10 rink) bowling green - \$540,000
- New (fourth) croquet lawn - \$60,000
- Bowls building upgrade - \$771,000
- Croquet building upgrade (likely to be a new building) - \$126,000
- Community plaza - \$390,000
- Car parking - \$144,000

The Croquet Club has indicated they would be in a position to contribute financially, however formal discussions and agreement on funding contributions have not yet occurred with either club. It is suggested that these discussions now commence.

It should be noted that the proposed upgrade to the building currently leased by the bowling club is one of the more expensive items. The upgrade does however, create opportunities for shared-use (by the croquet club and other groups).

If a shared-use approach cannot be achieved and the main building continues to primarily be used and managed by the lawn bowls club, it is suggested that limited upgrades occur to the building for the short to medium term, such as improvements to kitchen, heating and cooling, and toilet facilities. This will need to be a key consideration if detailed design is to progress on this building.

Construction of turf greens may be more expensive than a new synthetic green, as industry advice has recommended new bowling greens be constructed 'from scratch', to ensure correct levels are obtained and the quality of turf is consistent. Further information from a cost consultant will need to be obtained once further detailed design is undertaken.

Summary

The revised layout meets the requirements for standard playing area dimensions for bowls and croquet. Consequently, an option that meets a range of users needs may attract external funding.

However, after considering the feedback on the revised layout plan from both clubs, it is clear that full agreement on all aspects of the plan has not been achievable, primarily due to the bowling club's desire to grow their social patronage and not impact their capacity to host tournaments in the future. Whilst the club is unlikely to host higher level tournaments, consideration should be given to the overall project cost and benefits for all stakeholders. Nevertheless, it is clear at this stage that a layout cannot be achieved that will satisfy both club's wishes.

Council may therefore choose to retain the current layout of the bowls and croquet playing areas, and focus on other improvements at the complex to benefit the user groups and the wider community, including the buildings, car parking and surrounding areas. There may be an opportunity to revisit the layout of playing fields as part of future lease negotiations. The current budget for the design project can be used to complete this design work, and there are opportunities to investigate shared facilities (such as toilets) in any future building upgrades.

3. ANALYSIS OF OPTIONS

Option 1 – No further action be undertaken at this time regarding changes to the layout of the sports playing areas and recreation areas at Millswood Sporting Complex. Commence design work for upgrades to the existing bowls and croquet buildings and surrounding areas, based on the current layout of playing areas. Discussions commence with user groups on funding contributions towards any upgrades. The community and the clubs be advised of the Council's decision.

This option will result in no further work being undertaken to reconfigure the bowls and croquet playing areas, and will not enable the inclusion of a fourth new croquet

lawn at this time. It should be noted that the revised layout design could be revisited at a future time as opportunities arise.

The project will now focus on design work to improve the existing bowls and croquet buildings, which will include opportunities to increase community usage and improve surrounding areas, access around the buildings as well as car parking. The current budget allocation for the overall detailed design project will be used to focus on the design work. Following the completion of this design work, it would then be brought back to Council for consideration, before further community consultation and detailed design is undertaken.

One of the goals of undertaking this work was to have 'shovel ready' plans if a grant funding opportunity arose. As full agreement from the user groups and residents has not been achieved on the playing area layout, a focus on building upgrades and surrounding areas is a suitable compromise that will benefit both users and position Council to apply for external funding.

A disadvantage is that this option will not enable construction of a fourth croquet lawn at Millswood Sporting Complex.

Option 2 – The original layout plan endorsed in 2014 (recommendation 2 of Item 1217/14) be revoked and the revised layout for the bowling greens and croquet lawns (Attachment 1 to Item 584/26) be endorsed. Discussions commence with user groups on funding contributions towards any upgrades. The community and the clubs be advised of the Council's decision.

Advantages of this option:

This option complies with the playing area guidelines for both bowls and croquet and creates the opportunity for a holistic upgrade of the Millswood Sporting Complex, including:

- Two new bowling greens
- A fourth full-size croquet lawn
- Improvements to the existing bowling club building layout, including improvements to bar, kitchen, dining, storage and toilet areas
- Improved access through the site for both vehicles and pedestrians, as well as improved access for people with a disability
- Increased off-street car parking
- Improvements to public recreation areas (although the details are yet to be determined)

Detailed design will provide further information regarding costs, and will enable applications for external funding. While the Bowling club do not fully support this option, this option provides two greens that comply with standard playing area dimensions, albeit with one green being a slightly reduced area.

The concerns from the Bowling Club regarding their capacity to host future tournaments are noted, but need to be balanced with the fact that other facilities in the area may be better placed to do this.

Disadvantages of this option:

Millswood Bowling Club has expressed that they do not fully support this option. Given the opposition to this plan from the bowling club, Council's ability to attract external funding would be significantly reduced.

While it is minimal, the length of both greens is reduced, with the greatest reduction being 1.65 metres along the north-south length of the 'B Green'. The greens are also not adjacent to one another, which may impact social interaction between participants.

The revised layout plan also has an impact on the vacant land known as Millswood Park, resulting in significant changes to the current configuration of this park. It also results in the loss of five trees.

Option 3 – Do not endorse the revised layout option and continue with the original layout plan identified in the 2014 Improvement Plan.

The original layout plan was developed through community engagement and received support from all user groups, with the exception of the bowling club. This option does not meet the needs of the Bowling club, nor allow for their anticipated growth. Given the opposition to this plan from the bowling club, Council's ability to attract external funding would be significantly reduced.

Option 4 – No further action on this project be undertaken.

As noted in previous reports, this project is envisaged to be progressed at a future time when funding becomes available. It is noted that there may well be a degree of scepticism that funding will ever become available given the current condition of the Federal and State budgets. However, not undertaking any further action is likely to diminish the case for external funding if it becomes available.

4. RECOMMENDED OPTION

Option 1 is the recommended option.

5. POLICY IMPLICATIONS

5.1 *Financial/budget*

Undertaking master planning for the Goodwood Oval and Millswood Sporting Complex Improvement Plan is a specific action within Council's 4 Year Plan. In its Long Term Financial Plan, Council has notionally allocated \$500K in 2019/20 and \$500K in 2020/21 for implementation of the Goodwood Oval and Millswood Sporting Complex Improvement Plan.

To date, approximately \$20,000 has been spent on detailed design in 2015/16, with \$45,000 spent on developing the Improvement Plan in 2013/14. While the development of the revised layout option has added an additional \$5,000 to the budget, the consultant has advised they are confident that the remainder of the detailed design project can be completed within the current budget (depending on Council's preferred direction and the scope of the project). Further community engagement in relation to building upgrades can be undertaken within existing budgets.

It is important to note that some actions may be implemented using planned capital replacement funding, such as playground replacement, and other projects may be completed with combined Club and grant funding, such as internal building improvements. Implementation of the Improvement Plans for both complexes will need to be considered against other Council priorities and as external funding opportunities become available.

As outlined in previous reports to Council regarding sport facility upgrades, there are several precedents and various financial models that have been used for major upgrades at other Council owned facilities (e.g. Unley Oval). These models can vary, but typically clubs contribute up to a third of the total cost.

It is therefore suggested that discussions commence with user groups and other external funding bodies regarding the potential improvements at Millswood Sporting Complex.

Additionally, since the Improvement Plan was endorsed in August 2014, it should be noted that Millswood Croquet Club has invested in various improvements, including new fencing along the western boundary, enabling the provision of a third full-size lawn.

5.2 *Legislative/Risk Management*

Any legislation and risk implications will be considered as part of the development application and construction process. Should Council invest in any building improvements at Millswood Sporting Complex, consideration should be given to planning controls relating to the site.

The site is located within the Residential Historic Conservation Zone where the primary purpose is the retention and conservation of existing contributory dwellings. This zone also recognises the existence of community facilities and there is potential for a reasonable expansion of existing community facilities. Planning considerations will be worked through during further detailed design.

Under the *Local Government Act 1999*, Council may revoke a previous endorsed recommendation (the original layout plan for Millswood Sporting Complex) and endorse an alternative recommendation.

5.3 Stakeholder Engagement

Extensive stakeholder and community engagement was undertaken as part of the development of the Improvement Plan (in 2014) and both clubs have been consulted as part of the development of the revised layout plan.

Consultation with directly affected stakeholders, including other clubs at Millswood Sporting Complex and residents living adjacent to the site, was undertaken during August 2016. It is proposed that community engagement be undertaken as part of any further detailed design; however, consideration must be given to any future changes the project may experience.

6. REPORT CONSULTATION

This report has been developed in consultation with the General Manager Community and General Manager Economic Development and Planning, Group Manager Governance, Manager Finance and traffic staff.

7. ATTACHMENTS

1. Layout plan as shown in the Goodwood Oval and Millswood Sporting Complex Improvement Plan (August 2014).
2. Existing layout of croquet and bowls facilities.
3. Revised layout plan (September 2016).
4. Feedback from Millswood Bowling Club.
5. Feedback from Millswood Croquet Club.

8. REPORT AUTHORISERS

| <u>Name</u> | <u>Title</u> |
|--------------------|---|
| Megan Berghuis | General Manager Community |
| David Litchfield | General Manager Economic Development & Planning |
| Peter Tsokas | Chief Executive Officer |