

NOTICE OF MEETING

Notice is hereby given that an ordinary meeting of Council will be held in the

**Council Chamber – Glenelg Town Hall
Moseley Square, Glenelg**

Tuesday 8 August 2023 at 7.00pm

Roberto Bria
CHIEF EXECUTIVE OFFICER

Ordinary Council Meeting Agenda

1. OPENING

The Mayor will declare the meeting open at 7:00pm.

2. KAURNA ACKNOWLEDGEMENT

We acknowledge Kurna people as the traditional owners and custodians of this land.

We respect their spiritual relationship with country that has developed over thousands of years, and the cultural heritage and beliefs that remain important to Kurna People today.

3. SERVICE TO COUNTRY ACKNOWLEDGEMENT

The City of Holdfast Bay would like to acknowledge all personnel who have served in the Australian forces and services, including volunteers, for our country.

4. PRAYER

Heavenly Father, we pray for your presence and guidance at our Council Meeting. Grant us your wisdom and protect our integrity as we carry out the powers and responsibilities entrusted to us on behalf of the community that we serve.

5. APOLOGIES

5.1 Apologies Received

5.2 Absent – Councillor J Fleming (Approved Leave of Absence)

6. ITEMS PRESENTED TO COUNCIL

7. DECLARATION OF INTEREST

If a Council Member has an interest (within the terms of the Local Government Act 1999) in a matter before the Council they are asked to disclose the interest to the Council and provide full and accurate details of the relevant interest. Members are reminded to declare their interest before each item.

8. CONFIRMATION OF MINUTES

That the minutes of the Ordinary Meeting of Council held on 25 July 2023 be taken as read and confirmed.

9. PUBLIC PRESENTATIONS

9.1 Petitions - Nil

9.2 Presentations - Nil

9.3 Deputations - Nil

10. QUESTIONS BY MEMBERS**10.1 Without Notice****10.2 On Notice**

10.2.1 Moseley Beach Bar – Councillor Miller (Report No: 235/23)

11. MEMBER'S ACTIVITY REPORTS

11.1 Mayor's Activity Report – 1 April to 30 June 2023
(Report No: 252/23)

12. MOTIONS ON NOTICE - Nil**13. ADJOURNED MATTERS - Nil****14. REPORTS OF MANAGEMENT COMMITTEES AND SUBSIDIARIES - Nil****15. REPORTS BY OFFICERS**

- 15.1 Items in Brief (Report No: 255/23)
- 15.2 Change of Land Use at 5 Maturin Road, Glenelg (Report No: 254/23)
- 15.3 Glenelg Beach Access Points Project (Report No: 259/23)
- 15.4 PLEC – Undergrounding Power Cables Investigation (Report No: 258/23)
- 15.5 Adelaide Coastal Councils Network (Report No: 256/23)
- 15.6 Appointment to the Southern Region Waste Resource Authority
(Report No: 257/23)

16. RESOLUTIONS SUBJECT TO FORMAL MOTIONS

Presented for the information of Members is a listing of resolutions subject to formal resolutions, for Council and all Standing Committees, to adjourn or lay on the table items of Council business, for the current term of Council.

17. URGENT BUSINESS – Subject to the Leave of the Meeting**18. ITEMS IN CONFIDENCE**

18.1 Kauri Community and Sporting Complex – Lease to Seacliff Sports Club
(Report No: 253/23)

Pursuant to Section 83(5) of the *Local Government Act 1999* the Report attached to this agenda and the accompanying documentation is delivered to the Council Members upon the basis that the Council consider the Report and the documents in confidence under Part 3 of the Act, specifically on the basis that Council will receive, discuss or consider:

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

- d. commercial information of a confidential nature (not being a trade secret) the disclosure of which could reasonably be expected to prejudice the commercial position of the person who supplied the information, or to confer a commercial advantage on a third party; and would, on balance, be contrary to the public interest.

18.2 Glenelg Foreshore Activation (Report No: 240/23)

Pursuant to Section 83(5) of the *Local Government Act 1999* the Report attached to this agenda and the accompanying documentation is delivered to the Council Members upon the basis that the Council consider the Report and the documents in confidence under Part 3 of the Act, specifically on the basis that Council will receive, discuss or consider:

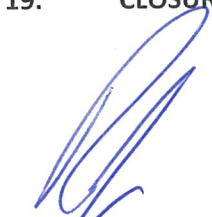
- d. commercial information of a confidential nature (not being a trade secret) the disclosure of which could reasonably be expected to prejudice the commercial position of the person who supplied the information, or to confer a commercial advantage on a third party; and would, on balance, be contrary to the public interest.

18.3 Event Activation (Report No: 248/23)

Pursuant to Section 83(5) of the *Local Government Act 1999* the Report attached to this agenda and the accompanying documentation is delivered to the Council Members upon the basis that the Council consider the Report and the documents in confidence under Part 3 of the Act, specifically on the basis that Council will receive, discuss or consider:

- d. commercial information of a confidential nature (not being a trade secret) the disclosure of which could reasonably be expected to prejudice the commercial position of the person who supplied the information, or to confer a commercial advantage on a third party; and would, on balance, be contrary to the public interest.

19. CLOSURE



ROBERTO BRIA
CHIEF EXECUTIVE OFFICER

Item No: 10.2.1

Subject: **QUESTION ON NOTICE – MOSELEY BEACH CLUB – COUNCILLOR MILLER**

Date: 8 August 2023

QUESTION

Councillor Miller asked the following questions:

Can Administration advise:

1. The total payments (rent and other fees) made to Council for the operation of the Moseley Beach Club for each year of its operation;
2. The policies that have guided the fees charged;
3. The weekly rent per square metre for the Moseley Beach Club for each year of its operation; and
4. The current lease arrangement's renewal timeframe.

Background

The Moseley Beach Club has operated at Glenelg Beach for many years now, and its popularity is certainly assured as a staple of the Bay's summer season. For transparency to ratepayers and traders, the community has a right to know how much revenue council is receiving particularly as it takes up a prime spot in our city's greatest asset and within a competitive commercial precinct.

ANSWER – Manager, City Activation

1. The Moseley Beach Club has been operated by RD Jones Group on Glenelg Beach since the summer of 2018/2019, with hire fees as follows:

Year	Weekly rate (ex GST)	Number of weeks	Rent paid
2018/19	\$1,500	18	\$24,000
2019/20	\$1,500	15	\$22,500
2020/21	\$1,800	18	\$0*
2021/22	\$2,800	18	\$53,400
2022/23	\$2,800	20	\$58,800

* Administration is currently investigating amounts received during the 2020/21 season amidst COVID to ascertain why payment wasn't recovered and or received during this period.

Attendance by Depot staff to rehabilitate the site following high tides and storms is charged to the operators at cost. In 2018/19 these charges totalled \$3,556; in 2021/22 \$5,154; and \$14,140 in 2022/23.

2. The policies that have guided the fee charged are Commercial Activation of Community Land Policy and the Councils schedule of fees and charges.
3. Council's event fees and charges are not levied on a per square metre basis. However, given the maximum footprint of the Moseley Beach Club is 750 square metres, the above rates translate to between \$36 and \$74.67 per square metre (\$2 and \$3.73 per square metre per week).
4. In January 2021, following an open Expression of Interest process, Council approved the RD Jones Group being granted a licence for two years (2021/22 and 2022/23) with the option for 2023/24 and 2024/25 by mutual agreement of both parties, subject to annual review (Confidential Council Motion C270121/2205). At this time the weekly fee was set to be in line with the annually published Event Fees and Charges schedule, as a Low Impact Event category.

Item No: 11.1

Subject: **MAYOR'S ACTIVITY REPORT – 1 APRIL TO 30 JUNE 2023**

Date: 8 August 2023

SUMMARY

Presented for the information of Members is the Activity Report for the Mayor for 1 April to 30 June 2023.

After noting the report any items of interest can be discussed, if required with the leave of the meeting.

RECOMMENDATION

That the Mayor's Activity Report for 1 April to 30 June 2023 be received and noted.

REPORT

It is noted that this report does not capture all of the radio interviews the Mayor participated in during the reporting period.

Date	Activity	Location
03/04/2023	Chief Executive Officer and Mayor Weekly Catch Up	Phone call
03/04/2023	Council Workshop – Mandatory Elected Member Training – Module 1 - Behaviour	Brighton Civic Centre, Brighton
04/04/2023	Council Workshop – Movement and Transport Strategy	Brighton Civic Centre, Brighton
05/04/2023	Jetty Road Mainstreet Committee Meeting	Mayor's Parlour, Glenelg
08/04/2023	SANFL – Glenelg vs Port Adelaide	Stratarama Stadium, Glenelg
10/04/2023	Chief Executive Officer and Mayor Weekly Catch Up	Phone call
11/04/2023	Chief Executive Officer and Mayor Council Agenda discussion	Brighton Civic Centre, Brighton
11/04/2023	City Activation Briefing Meeting	Brighton Civic Centre, Brighton
11/04/2023	Executive Committee Meeting	Glenelg Town Hall, Glenelg
11/04/2023	Council Workshop – Annual Business Plan 2023/24	Glenelg Town Hall, Glenelg
11/04/2023	Council Meeting	Glenelg Town Hall, Glenelg
12/04/2023	Filming for Council Wrap Up Video	Air Raid Shelter
13/04/2023	Coast Protection Board Cultural Awareness Training Day	Franklin Street, Adelaide
14/04/2023	Local Government Association of South Australia Ordinary General Meeting	Adelaide Convention Centre, Adelaide
17/04/2023	Chief Executive Officer and Mayor Weekly Catch Up	Phone call

Date	Activity	Location
18/05/2023	Council Workshop – Jetty Road Masterplan	Brighton Civic Centre, Brighton
20/04/2023	Coast FM Interview	Phone call
20/04/2023	Alwyndor ANZAC Day Service	Dunrobin Road, Hove
20/04/2023	St Jude's Players Opening Night – All About Eve	Brighton Road, Brighton
24/04/2023	Chief Executive Officer and Mayor Weekly Catch Up	Phone call
24/04/2023	891 Radio Interview	Phone call
24/04/2023	SANFL – Glenelg vs Eagles	Stratarama Oval, Glenelg
25/04/2023	Brighton Dawn Service	Arch of Remembrance, Brighton
25/04/2023	ABC Radio Interview	Phone call
25/04/2023	5AA Radio Interview	Phone call
25/04/2023	Brighton RSL Club	Brighton
26/04/2023	Chief Executive Officer and Mayor Council Agenda discussion	Brighton Civic Centre, Brighton
26/04/2023	Council Meeting	Glenelg Town Hall, Glenelg
27/04/2023	Filming for Council Wrap Up Video	
28/04/2023	Glenelg District Cricket Club Presentation Night	Highway Hotel, Plympton
01/05/2023	Chief Executive Officer and Mayor Weekly Catch Up	Phone call
02/05/2023	Council Workshop – Elected Member Engagement	Brighton Civic Centre, Brighton
03/05/2023	Jetty Road Mainstreet Committee Meeting	Mayor's Parlour, Glenelg
05/05/2023	Looped Performance	Holden Street Theatres Hindmarsh
06/05/2023	Glenelg Surf Life Saving Awards Excellence Dinner	Glenelg Surf Life Saving Club, Glenelg Foreshore
08/05/2023	Chief Executive Officer and Mayor Weekly Catch Up	Phone call
09/05/2023	Chief Executive Officer and Mayor Council Agenda discussion	Brighton Civic Centre, Brighton
09/05/2023	City Activation Briefing Meeting	Brighton Civic Centre, Brighton
09/05/2023	Funeral for Nancy Maddern	Partridge House, Glenelg
09/05/2023	Council Pre-Workshop - Alwyndor Commonwealth Home Support Program	Glenelg Town Hall, Glenelg
09/05/2023	Council Meeting	Glenelg Town Hall, Glenelg
10/05/2023	Filming for Council Wrap Up Video	Paringa Park Reserve
10/05/2023	Government House Reception to celebrate the Coronations of The Majesties	Government House, Adelaide
15/05/2023	Chief Executive Officer and Mayor Weekly Catch Up	Phone call
17/05/2023	Coast Protection Board Meeting	Yorke Peninsula
18/05/2023	Uniting Communities Meeting with Simon Schrapel and Stephen Patterson	Microsoft Teams
22/05/2023	Chief Executive Officer and Mayor Weekly Catch Up	Phone call
22/05/2023	Glenelg Winter Arts Festival Launch	Colley Reserve
22/05/2023	Meeting with General Manager, Strategy and Corporate	Brighton Civic Centre, Brighton
23/05/2023	Chief Executive Officer and Mayor Council Agenda discussion	Brighton Civic Centre, Brighton

Date	Activity	Location
23/05/2023	Council Pre-Workshop – Future Libraries	Glenelg Town Hall, Glenelg
23/05/2023	Council Meeting	Glenelg Town Hall, Glenelg
24/05/2023	Filming for Council Wrap Up Video	Colley Reserve, Glenelg
29/05/2023	Chief Executive Officer and Mayor Weekly Catch Up	Phone call
29/05/2023	Meeting to discuss the Circular Hub proposal with Council CEO and staff	Brighton Civic Centre, Glenelg
30/05/2023	Chief Executive Officer and Mayor Council Agenda discussion	Brighton Civic Centre, Brighton
30/05/2023	Glenelg Film Festival	Events Cinemas, Glenelg
30/05/2023	Council Workshop – Economic Development	Brighton Civic Centre, Brighton
31/05/2023	Meeting with Mike Billings, Glenelg Surf Lifesaving Club	Cibo, Glenelg
02/06/2023	Maturin House discussion with Simon Schrapel	Brighton Civic Centre, Brighton
02/06/2023	Meeting with Glenelg Day Surgery on re-zoning of land	Brighton Civic Centre, Brighton
03/06/2023	Seacliff Surf Life Saving Club Presentation	Seacliff Surf Life Saving Club, Seacliff
05/06/2023	Event Activation discussion with General Manager, Community and Business	Brighton Civic Centre, Brighton
05/06/2023	David Bagshaw and Glenn Butterworth Meeting	Brighton Civic Centre, Brighton
06/06/2023	Catch up with Barry Heffernan	Cibo, Glenelg
06/06/2023	Executive Committee Meeting	Brighton Civic Centre, Brighton
06/06/2023	Council Workshop – Annual Business Plan and Urban Forest Strategy	Brighton Civic Centre, Brighton
08/06/2023	Adelaide Beaches Tourism Networking Event	Threefold Distilling, Glenelg East
09/06/2023	Event Activation Meeting	Brighton Civic Centre, Brighton
11/06/2023	SANFL – Glenelg vs Sturt	Stratarama Oval, Glenelg
12/06/2023	Travel to Canberra for Local Government Association Conference	Crowne Plaza, Canberra
13/06/2023	Local Government Association Conference	Crowne Plaza, Canberra
14/06/2023	Local Government Association Conference	Crowne Plaza, Canberra
14/06/2023	Local Government Association Dinner	QT Hotel, Canberra
15/06/2023	Local Government Association Conference	Crowne Plaza, Canberra
16/06/2023	Coast Protection Board Meeting	Glenelg Town Hall, Glenelg
19/06/2023	Chief Executive Officer and Mayor Weekly Catch Up	Phone call
20/06/2023	Roundtable for Homelessness and Anti-Social Behaviour	Morphett Electorate Office, Glenelg
20/06/2023	2022/23 Chief Executive Officer Performance Review Meeting with Christine Molitor and Roberto Bria	Glenelg
20/06/2023	Boardwalk Site Meeting with Acting General Manager, Assets and Delivery	Edith Butler Boardwalk
21/06/2023	Glenelg Community Club – Biggest Afternoon Tea	Colley Terrace, Glenelg

Date	Activity	Location
27/06/2023	Chief Executive Officer and Mayor Council Agenda discussion	Brighton Civic Centre, Brighton
27/06/2023	Executive Committee Meeting	Glenelg Town Hall, Glenelg
27/06/2023	Pre-Council Workshop – Homelessness and Anti-Social Behaviour	Glenelg Town Hall, Glenelg
27/06/2023	Council Meeting	Glenelg Town Hall, Glenelg
28/06/2023	Filming for Council Wrap Up Video	Jetty Road, Glenelg
28/06/2023	Mayors at Parliament with Erin Thompson MP, Member for Davenport	Parliament House, Adelaide
28/06/2023	Citizenship Ceremony	Stamford Grand, Glenelg

Item No: 15.1

Subject: **ITEMS IN BRIEF**

Date: 8 August 2023

Written By: Executive Officer and Assistant to the Mayor

Chief Executive Officer: Mr R Bria

SUMMARY

These items are presented for the information of Members.

After noting the report any items of interest can be discussed and, if required, further motions proposed.

RECOMMENDATION

That the following items be noted and items of interest discussed:

1. **Sea Change: A Pictorial History of Holdfast Bay**
 2. **Glenelg Town Hall Commercial Pop-Up Businesses**
 3. **Days at the Bay Program**
 4. **Request to Illuminate - National Wattle Day – 1 September 2023**
 5. **Greater Adelaide Regional Plan Discussion Paper Briefing Sessions**
 6. **City of Holdfast Bay Free Compost Events**
 7. **Local Government Boundary Realignment**
 8. **Appreciation letter from Somerton Bowling Club**
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REPORT

1. **Sea Change: A Pictorial History of Holdfast Bay**

Sea Change: A Pictorial History of Holdfast Bay, Edition 2 is now available. Researched, written, and designed by Jim Blake with support of staff and volunteers from the Holdfast Bay History Centre, *Sea Change* looks back at Holdfast Bay's built heritage, utilising Council's extensive photograph collection to present a now and then take on Holdfast Bay's development since colonisation.

The History Centre will be soft launching the book from now until November, when an official launch will coincide with the opening of history exhibition *Sand Castles* at the Bay Discovery Centre. Books can be purchased in person from either the Glenelg or Brighton Library, or online via [Wakefield Press](#). The retail price is \$45. All money raised from the sale of *Sea Change* will be used for the ongoing care of Council's history collection.

A significant effort has been made by Holdfast Bay volunteers and staff to develop this second edition of the book. Congratulations to the team, and particularly long-term Holdfast Bay resident Jim Blake, who has championed Edition 2 from beginning to end.

2. Glenelg Town Hall Commercial Pop Up Businesses

Following a Council decision in August 2022 to activate the old Boomers Café site within the Glenelg Town Hall, Administration undertook an Expressions of Interest (Eoi) process to source potential tenants for pop up businesses to occupy the space.

Now subdivided into four separate tenancies, the commercial pop-up space in the Glenelg Town Hall is proving to be an incubator space for businesses providing an opportunity for each business to venture from home-based and market stall operations in a supported environment.

The latest businesses to join the space are:

- Lief and Little offering a selection of giftware, locally made ceramics and clothing. Lief and Little also offer coffee with a mobile cart that can be positioned on the walkway outside of the store in fine weather.
- The Australian Wheatbag Store offering locally made wheatbags for hot and cold application. They also have handmade hot water bottle holders and other sundry handcrafted accessories.
- Island Living Home offering clothing, homewares and handmade jewellery.
- The newest addition, Chara Bohemian, will bring clothing and accessories to the range.

While planning for the longer-term future of this section of the Glenelg Town Hall continues, the current tenants are contracted to 29 January 2024. This timeline keeps the spaces occupied and allows the businesses to benefit from the many Council events that will take place over the coming months.

3. Days at the Bay Program

A key Community Wellbeing objective is to effectively engage and increase participation rates in under-represented demographics (children and young people).

Launched for the July school holidays, Council's new Days at the Bay program offered a range of engaging opportunities exclusively targeting 12–17 year olds. This initiative was co-designed in partnership with the Hold Up Youth Committee, who were involved in the selection of activities and facilitators.

The design of the Days at the Bay marketing collateral was created by a young local artist who had connected with Council through the Youth Week Art Mural project.

Refer Attachment 1

The program offered six workshops covering an array of interest areas for an age group that has traditionally had low engagement with Council programs. A total of 70 young people participated across the initiative. Two of the six workshops sold out within days of launching, with an overall average occupancy rate of 83%.

Feedback from participants and caregivers has been resoundingly positive. The Hold Up Youth Committee members are looking forward to working with Council to curate a schedule of events to run over the summer school holidays.

4. Request to Illuminate – National Wattle Day – 1 September 2023

As part of a nation-wide acknowledgement, the Department of the Premier and Cabinet has invited organisations to participate in illuminating buildings and monuments in green and gold on the evening of 1 September 2023.

National Wattle Day acknowledges Australia's national floral emblem, the golden wattle. This emblem represents the unity of Australia's people along with resilience and ability to withstand Australia's droughts, winds and bushfires.

Council will join in the nation-wide acknowledgement by illuminating the Michael Herbert Bridge and Chapel Plaza on 1 September 2023.

5. Greater Adelaide Regional Plan Discussion Paper Briefing Session

The Mayor and Chief Executive Officer received correspondence from the Chair, State Planning Commission inviting Council to participate in the preparation of the new Greater Adelaide Regional Plan, which is currently being led by the State Planning Commission and will be released for engagement in the third quarter 2023. The new Greater Adelaide Regional Plan is being prepared to identify and plan for the next 15-30 years of housing and employment and quality of life for future generations.

Two online Discussion Paper briefing sessions will be available – one for Elected Members and one for Council staff. These sessions will provide information on the Discussion Paper content, the engagement processes and awareness on how to help shape the Greater Adelaide Regional Plan.

Refer Attachment 2

6. City of Holdfast Bay Free Compost Events

The City of Holdfast Bay held free compost events on Saturday 15 July and Saturday 29 July at the Somerton Park Works Depot. Both events were extremely well attended with over 720 bags of peat compost given out. This figure is an increase from approximately 500 bags given out in 2022.

The event provided Council with an opportunity to engage and thank residents for participating in weekly FOGO as well as an education opportunity to demonstrate to the community what their FOGO bin contents are turned into. Feedback from the community was overwhelmingly positive with many residents thanking staff for the compost and commending the City of Holdfast Bay's commitment to sustainable waste management.

The Environment team will run another compost event in 2024.

7. Local Government Boundary Realignment

Correspondence was received from Andrew Brazzale, Seacliff Developments, advising Council they are formally applying to the SA Local Government Boundaries Commission for the realignment of the boundary between the Cities of Holdfast Bay and Marion. The current boundary runs through the commercial precinct of the Seacliff Village. Attached to the letter is a map of the proposed realignment in favour of the City of Marion.

Refer Attachment 3

8. Appreciation letter from Somerton Bowling Club

The Mayor received correspondence from the President of Somerton Bowling Club extending their appreciation for the fast response and support by Council when they suffered the roof damage at their clubrooms a few months ago.

Refer Attachment 4

Attachment 1



School
Holiday
Sessions
12-17yrs

Cooking
Anime Art
Jewellery
Terrarium
Dodgeball
Youth Barista

Days at the Bay launched in the July 2023 school holiday season, providing 6 varied workshops targeting 12 - 17 year olds. Co-designed and curated in partnership with the Hold Up Youth Committee!

PARTICIPATION

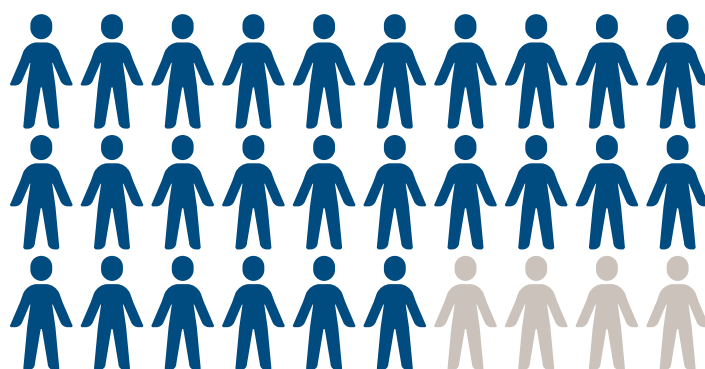
70



Number of young people engaged across the 6 workshop series

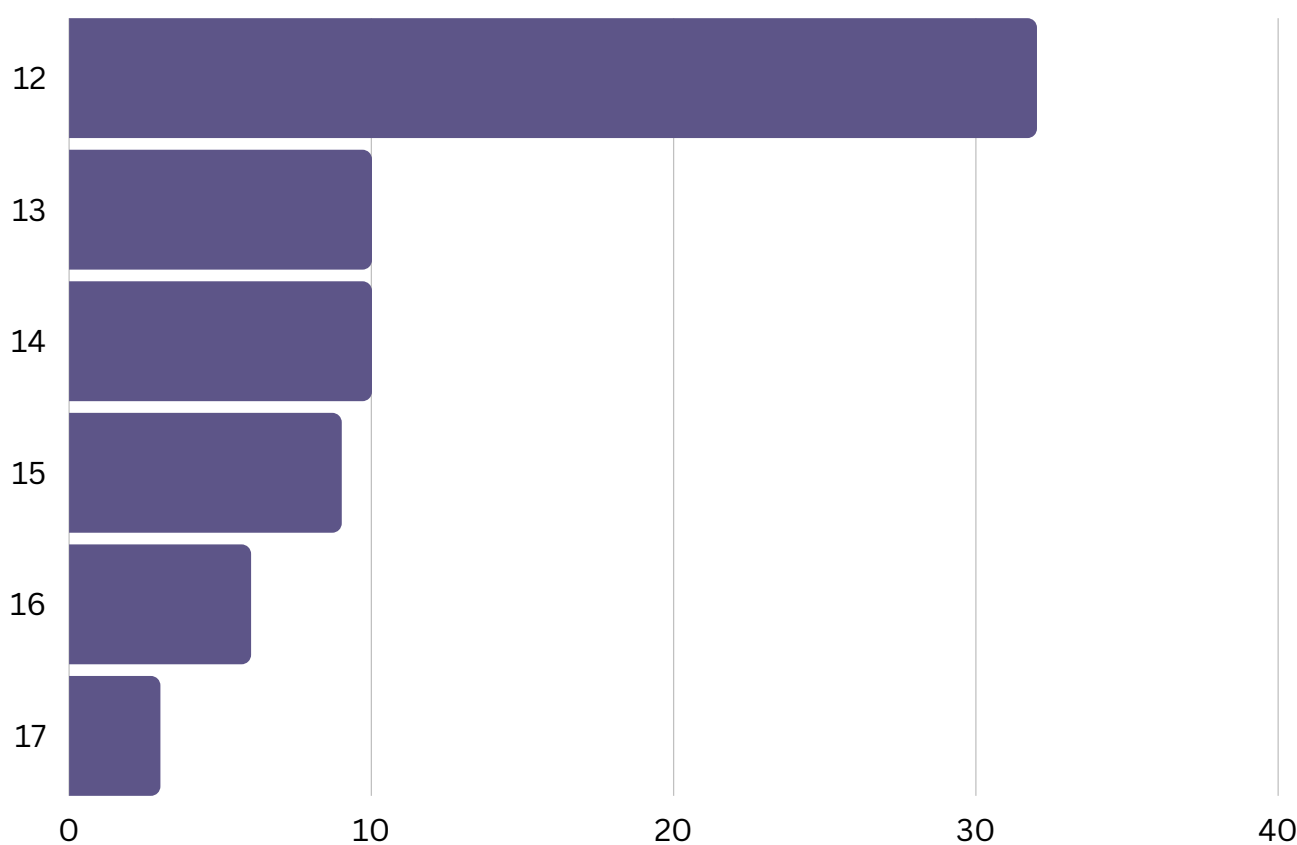
CAPACITY

83%



Average session capacity

AGE GROUPS



FEEDBACK

"Awesome session!"

"Can't wait to see whats next!"

"It's so great having something special for this age group!"

Attachment 2

20489247



Level 10
83 Pirie Street
Adelaide SA 5000

GPO Box 1815
Adelaide SA 5001

1800 752 664
sapanningcommission@sa.gov.au

31 July 2023

Mayor Amanda Wilson
City of Holdfast Bay

By email: mail@holdfast.sa.gov.au

Mr Roberto Bria
Chief Executive Officer
City of Holdfast Bay

By email: rbria@holdfast.sa.gov.au

Dear Mayor Wilson and Mr Bria

Greater Adelaide Regional Plan Discussion Paper Briefing Sessions

I am writing to invite your council to participate in the preparation of the new Greater Adelaide Regional Plan (GARP), which is currently being led by the State Planning Commission (Commission) with the support of the Department of Trade and Investment, Planning and Land Use Services (PLUS).

As part of the process for the preparation of the GARP, the Commission and PLUS have prepared the Greater Adelaide Regional Plan Discussion Paper (the Discussion Paper) to support Stage 1 engagement for the Greater Adelaide Regional Plan.

The Discussion Paper is a robust evidence-based document with a strong focus on what the region might look like in 30 years time and presents key considerations and trends that we need to consider in our future planning.

Public consultation on the Discussion Paper will commence for a period of 12 weeks, starting on **Monday 14 August 2023**, providing opportunities for stakeholders to have early input into the GARP and help determine:

- what Greater Adelaide might look like in 30+ years, and the implications of trends and projections on future planning
- the potential options for future urban form – including constraints and opportunities
- the needs and wants of current and future communities.

To kick-off the engagement period two online Discussion Paper briefing sessions are available – one for Council Elected Members, and one for Council staff. These sessions will

provide information on the Discussion Paper content, the engagement processes and awareness on how you can help shape the Greater Adelaide Regional Plan.

Session 1 – Council Staff Briefing

Hosted by: Planning and Land Use Services

Wednesday 16 August 2023 – 2:00-3:00pm

Session 2 – Elected Member Briefing

Hosted by: State Planning Commission

Thursday 17 August 2023 – 2:00 -3:00pm

A Microsoft Teams invite will be sent to invitees from the Regional Planning Team within PLUS, which can be forwarded to interested Elected Members and staff. Both sessions will be recorded and available for viewing for those unable to attend on the day.

Further information on consultation activities and promotion for the Discussion Paper will be distributed to your communications and engagement teams.

I encourage you to participate in the consultation process and look forward to receiving your valuable input. This is integral to how we plan for South Australia's future development and growth while meeting the needs of population and employment, housing affordability and quality of life for the region.

If you have any questions or require further information regarding the briefing session, please do not hesitate to contact Brett Steiner, Manager Strategic Planning at brett.steiner@sa.gov.au or Cherie Gill, Team Leader Greater Adelaide Planning at cherie.gill@sa.gov.au.

Yours sincerely

A handwritten signature in black ink, appearing to read 'Craig Holden', with a long horizontal flourish extending to the right.

Craig Holden
Chair

Attachment 3

25th July 2023

Mr Roberto Bria
Chief executive Officer
City of Holdfast
24 Jetty Road,
Brighton SA 5048

Dear Roberto,

Re: Local Government Boundary Realignment

As discussed at our recent meeting, Seacliff Developments Pty Ltd will be formally applying to the SA Local Government Boundaries Commission for the realignment of the local government boundary between the City of Holdfast and the City of Marion.

It is believed that the realignment of the local government boundary to include the small portion contained in the proposed retail centre and 5 residential allotments in favour of the City of Marion would better provide for not only an orderly and efficient development of the Seacliff Village in accord with the relevant provisions of the Planning & Design Code but thereafter its effective management and administration by a single entity.

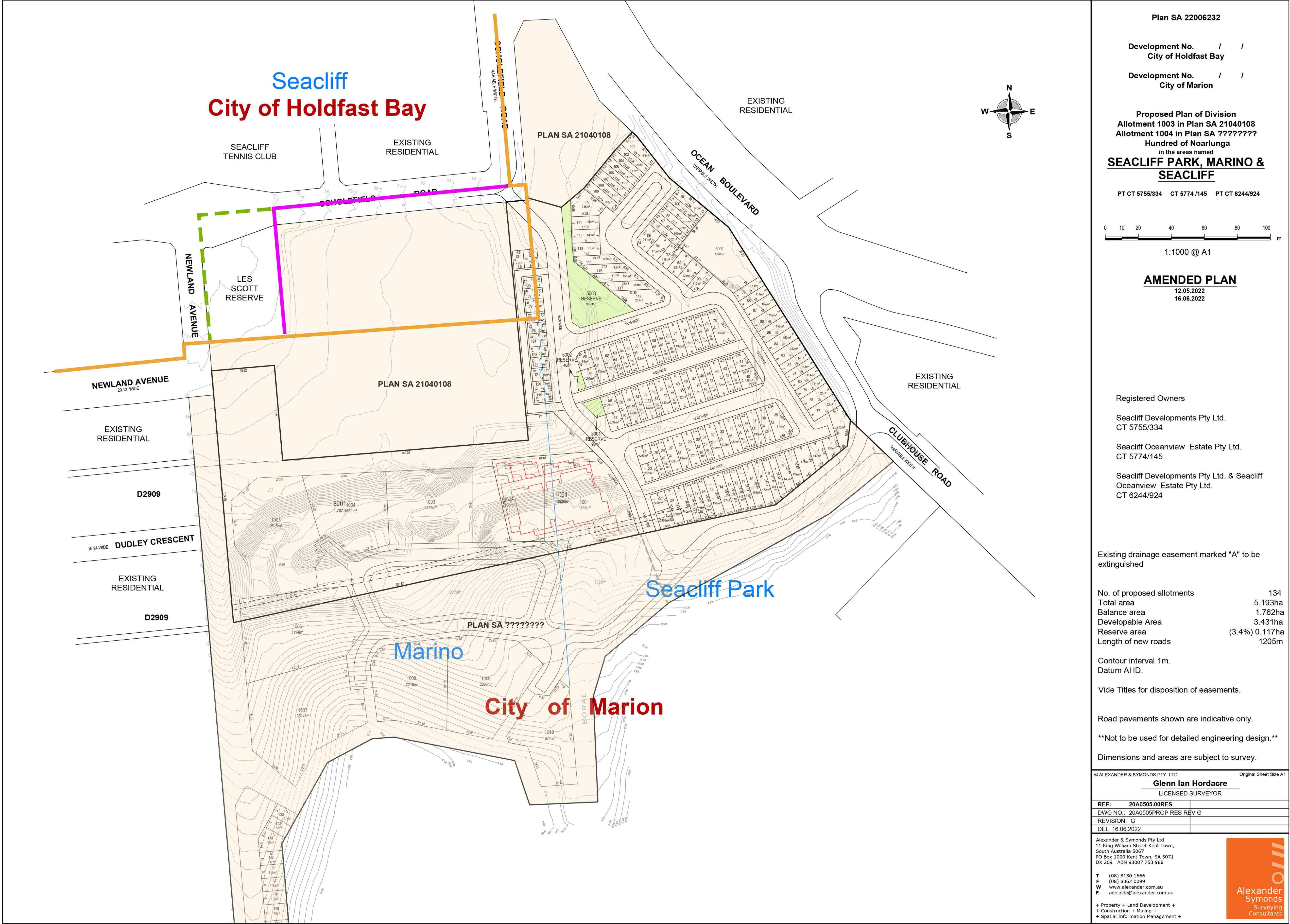
The attached plan shows various potential boundary arrangements which will be presented to the Local Government Boundaries Commission for consideration.

To undertake this process Seacliff Developments have engaged Phillip Brunning and Associates and it is assumed that they will be in contact with you requesting information or confirmation of matters that are required for the application.

Should you require to discuss this further please do not hesitate to contact me.

Yours faithfully,

Andrew Brazzale
Seacliff Developments Pty Ltd



KEY

- Seacliff Village Development
- Marion / Holdfast Council Boundary
- Proposed Council Boundary Adjustment
- Alternate Council Boundary Adjustment

Plan SA 22006232

Development No. / /
City of Holdfast Bay

Development No. / /
City of Marion

Proposed Plan of Division
Allotment 1003 in Plan SA 21040108
Allotment 1004 in Plan SA ?????????
in the areas named
SEACLIFF PARK, MARINO & SEACLIFF

PT CT 5755/334 CT 5774 /145 PT CT 6244/924

0 10 20 40 60 80 100 m

1:1000 @ A1

AMENDED PLAN
12.05.2022
16.06.2022

Registered Owners

Seacliff Developments Pty Ltd.
CT 5755/334

Seacliff Oceanview Estate Pty Ltd.
CT 5774/145

Seacliff Developments Pty Ltd. & Seacliff Oceanview Estate Pty Ltd.
CT 6244/924

Existing drainage easement marked "A" to be extinguished

No. of proposed allotments	134
Total area	5.193ha
Balance area	1.762ha
Developable Area	3.431ha
Reserve area	(3.4%) 0.117ha
Length of new roads	1205m

Contour interval 1m.
Datum AHD.

Vide Titles for disposition of easements.

Road pavements shown are indicative only.

****Not to be used for detailed engineering design.****

Dimensions and areas are subject to survey.

© ALEXANDER & SYMONDS PTY. LTD. Original Sheet Size A1

Glenn Ian Hordacre
LICENSED SURVEYOR

REF:	20A0505.00RES
DWG NO.:	20A0505PROP RES REV G
REVISION:	G
DEL	16.06.2022

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+ Property + Land Development +
+ Construction + Mining +
+ Spatial Information Management +

Alexander Symonds
Surveying Consultants

Attachment 4



Somerton Bowling Club Inc.

34C Harrow Road, Somerton Park SA 5044
Telephone 8296 8849 Email admin@somertonseagulls.com.au

The Mayor
Amanda Wilson
Holdfast Bay Council
Brighton Civic Centre
Jetty Road
Brighton S.A.

July 31, 2023

Dear Amanda,

I would like, on behalf of the Board of Somerton Bowling Club Inc., to extend our great appreciation for the fast response and support provided by Council when we suffered the urgent and disruptive roof damage situation at our clubrooms a few months ago.

The re-roofing project has been completed on time (considering bad weather) at a high standard and with minimal operational impact due to the excellent management of your Leasing & Commercial Operations team and particularly Jeff Thomas, his staff and contractors.

As a result of the work this community asset is now safe again and aesthetically more pleasing.

Sincerely,

A handwritten signature in dark ink, appearing to read "Robert Crabbe". The signature is fluid and cursive, with a long horizontal stroke at the end.

Robert Crabbe

President Somerton Bowling Club

Item No: 15.2

Subject: **CHANGE OF LAND USE AT 5 MATURIN ROAD GLENELG**

Date: 8 August 2023

Written By: Manager, Development Services

A/General Manager: Strategy and Corporate, Ms S Wachtel

SUMMARY

This report seeks Council's endorsement for a written submission to the State Government's invitation for comments on the proposal to change the use of an existing Local Heritage Place located at 5 Maturin Road, Glenelg to a facility providing accommodation and therapeutic services for up to twelve people recovering from alcohol and drug dependency.

RECOMMENDATION

That Council endorses the written submission provided as Attachment 2 to this report in response to the proposal to change the use of the building at 5 Maturin Road, Glenelg to a facility providing accommodation and therapeutic services for up to twelve people recovering from alcohol and drug dependency.

STRATEGIC PLAN

Vision: Protecting our heritage and beautiful coast.

Wellbeing Objectives 2020-2030: Increase participation rates in community engagements across all age groups.

COUNCIL POLICY

Not applicable

STATUTORY PROVISIONS

Planning, Development and Infrastructure Act 2016

BACKGROUND

Council became aware of internal construction work occurring without approval to the building located at 5 Maturin Road, Glenelg in mid-May 2023. Enquiries with the landowner, Uniting Communities, discovered that the premises were being prepared for a change of use to a residential drug and alcohol rehabilitation facility. Following a delay in progress with receiving a development application to assess the merits of the change of land use prior to the building's occupation, Council resolved at its meeting held on 11 July 2023 to write to Uniting Communities seeking clarification on its intent and expected timing for receipt of a development application (Resolution No. C110723/7492).

Council subsequently received a response from Uniting Communities intimating that it was exploring an alternative pathway to securing approval to the otherwise conventional assessment process offered through the Council. On 25 July 2023, Council received formal notice from the State Planning Commission that the application for the change of land use had been submitted directly to the State Government, and that the proposal had been assigned Crown Development status on the basis that it was deemed to constitute 'essential infrastructure', thereby requiring an assessment by the State Commission Assessment Panel, which would bypass community consultation.

REPORT

Council has received an invitation from the State Planning Commission to provide formal comments in response to a development application for the change of use of the building located at 5 Maturin Road, Glenelg to a facility providing accommodation and therapeutic services for up to twelve people recovering from alcohol and drug dependency.

Refer Attachment 1

The development application has received Crown Development status pursuant to Section 131 of the *Planning, Development and Infrastructure Act 2016*, effectively leaving only Council to formally represent the community's interests in this matter. The Minister's declaration that the proposal constitutes 'essential infrastructure' means that the State Commission Assessment Panel (SCAP) is the relevant planning authority for this proposal, with Council provided with the opportunity to make a submission on its merits.

Following an assessment against the relevant provisions of the Planning and Design Code, it is recommended that Council makes a submission, and that on the balance of information presented, that it objects to the proposal. A draft submission is provided as Attachment 2 to this report, outlining the reasons for Council's concerns, which are centred on the proposal's failure to satisfy the relevant provisions under the Planning and Design Code, and particularly the provisions that relate to development undertaken at the interface with proximate land uses.

Specifically, the proposal has insufficient safeguards and assurances to provide comfort to Council and the community that the acknowledged 'unexpected events' and 'potential risks' associated with the land use will be appropriately managed and mitigated. Furthermore, there is simply not enough information in the proposal to ensure that the social and practical interface issues will be effectively managed, particularly as there are no enforceable measures in the planning system to ensure sufficient oversight of personal behaviour.

Refer Attachment 2

BUDGET

Not applicable

LIFE CYCLE COSTS

Not applicable

Attachment 1

SECTION 131 - REFERRAL

STATE
PLANNING
COMMISSIONLevel 5, 50 Flinders Street
Adelaide SA 5000GPO Box 1815
Adelaide SA 5001Telephone: 1800 752 6664
ABN 92 366 288 135<http://www.saplanningcommission.sa.gov.au>

Reference: 2023/05650/01
Contact Officer: Gabrielle McMahon
Telephone: 08 7133 2374
Email: gabrielle.mcmahon@sa.gov.au

25 July 2023

Applicant: Minister for Health and Wellbeing C/- MasterPlan (SA)
Application Number: 110/V025/23
Proposed Development: Change of use from residential aged care facility to a community health facility
Subject Land: 5 Maturin Road, Glenelg

I write to advise that the State Planning Commission has recently received a copy of the proposed development described above, pursuant to Section 131 of the *Planning, Development and Infrastructure Act 2016*.

Pursuant to section 131 (6), a copy of the development application is attached to this referral letter to afford Council the opportunity to provide a report on the abovementioned proposed development. Councils attention is particularly drawn to the time allowed for reports under Section 131 (5) and (6) of the Act:

131 (7) A council may report to the Commission on any matters contained in a notice under subsection (6).

*(8) Where a notice is given to a council under subsection (6), and a report from the council is not received by the Commission within **4 weeks** of the date of the notice, it will be conclusively presumed that the council does not intend to report on the matter.*

When replying please attach a copy of this letter with your details below.

If you have any questions relating to this matter please contact Gabrielle McMahon of this office by telephone on 08 7133 2374 or email gabrielle.mcmahon@sa.gov.au.

Yours faithfully,

For **STATE COMMISSION ASSESSMENT PANEL**

For **STATE COMMISSION ASSESSMENT PANEL**

I advise that this Council has **the attached/no** report to make on the proposed development described below.

Reporting Officer

Date



Government
of South Australia

Hon Chris Picton MP
Minister for Health
and Wellbeing

Mr Simon Schrapel AM
Chief Executive
Uniting Communities
Email: SimonS@unitingcommunities.org

Dear Mr Schrapel

I refer to recent discussions regarding the proposed development of a Community Health Facility providing a social care service on the land at 5 Maturin Road, Glenelg.

The State Government has a contract with Uniting Communities to provide 12 drug and alcohol residential rehabilitation beds at the above location commencing from 1 July 2023 to 30 June 2026 at a cost of \$5.6 million.

Given the proposed works meet the definition of "essential infrastructure" as outlined in Section 3(1) of the *Planning, Development and Infrastructure Act 2016* (the Act), I am pleased to confirm support and sponsorship pursuant to section 131(2)(c) of the Act for the works as detailed in the compendium of plans and correspondence prepared by MasterPlan dated 5 July 2023.

It is Uniting Communities' responsibility to obtain all other statutory approvals, licences and permits from relevant authorities and to fund the project.

All costs of the development application, lodgement with the State Planning Commission and any subsequent action are the responsibility of Uniting Communities. No representations or warranties are given in relation to the outcome of the development application or time that it takes to secure a planning outcome.

Once the development application has been prepared, please forward it to Joel Taggart from Drug and Alcohol Services South Australia (DASSA), along with any relevant details and fees, for lodgement with the State Planning Commission.

If you have any queries regarding this letter, please contact Joel Taggart, Manager Office of the State Director, DASSA on 7425 5119.

Thank you to you and your team for the incredibly important work you do to support South Australians to live happier and healthier lives.

Yours sincerely

Chris Picton MP
Minister for Health and Wellbeing

13/7/2023

Minister for Health and Wellbeing

Level 9, Citi Centre Building, 11 Hindmarsh Square, Adelaide SA 5000 | GPO Box 2555, Adelaide SA 5001 | DX 243
Tel 08 8463 6270 | Email ministerforhealth@sa.gov.au



Section 131 of the *Planning, Development and Infrastructure Act 2016*

Postal address: 33 Carrington Street, Adelaide

Contact person for further information: Nick Wilson

(2) 08 8193 5600

Postal address: 33 Carrington Street, Adelaide SA 5000

Description of development:

Essential infrastructure in the form of a community health facility providing accommodation and therapeutic services to community members recovering from alcohol and drug dependency.

Existing land use: Ancillary admin for aged care use

☒ NO ☐ YES

Describe building to be demolished:

☒ NO ☐ YES

Tree species/location:

☒ NO ☐ YES

Previous development application number:

Unit no. -	Street no. 5	Level -	Lot no. 146
Street name Maturin Road		State SA	Postcode 5045
Suburb Glenelg		Council area City of Holdfast Bay	
Section no. F7181	Hundred Noarlunga	Volume 6058	Folio 103

I acknowledge that copies of this application and supporting documentation may be provided to interested persons in accordance with the *Planning, Development and Infrastructure Act 2016* and meet the requirements for lodgement under section 131 of the *Planning, Development and Infrastructure Act 2016*.

R. F. Johnson

Date: 19/07/2023

☒ If being lodged electronically, please tick to indicate agreement to this declaration.

All sections of this form must be completed. The proposed development will be subject to [relevant fees](#) under the *Planning, Development and Infrastructure Act 2016* and associated departmental fee policy guidance (including subsequent periodic updates to these notices and documents made from time to time). Proposals over \$10 million (excl. fit out) will be subject to a notification/advertising fee.

Government of South Australia
Department for Trade
and Investment

PLANNING REPORT

Change of Use to Community Health Facility

AT: 5 Maturin Road, Glenelg

FOR: Uniting Communities

1.0 INTRODUCTION

This report has been prepared by MasterPlan in consultation with Uniting Communities ('the proponent') and contains a description of the subject land, the locality, and the proposed development, as well as an assessment of the development against the relevant provisions of the Planning and Design Code ('the Code').

The application seeks to establish a social support service (community health facility) at 5 Maturin Road, Glenelg ("the subject site") to accommodate the administration and delivery of a substance abuse recovery residential facility, called New ROADS, administered by Uniting Communities.

The proposal includes the change of use of the existing premises on the site from what we understand to have historically been used for administrative purposes associated with the Murray Mudge residential aged care facility. The proposed use comprises a community health facility, providing a therapeutic service focused on community members recovering from alcohol and other drug dependencies. The facility will provide a place for participants to reside which is removed from their everyday lives and any environments or influences that may hinder their recovery, where they can obtain counselling and therapy from highly trained professional staff on-site at all times.

Given the significance of the program to the provision of community services in South Australia, the proposal has been afforded the endorsement and sponsorship of the Minister for Health and Wellbeing, who has agreed to sponsor the application as a Crown Development for the provision of Essential Infrastructure in accordance with Section 130 of the *Planning, Development and Infrastructure Act 2016* ('PDI Act').

The application will therefore be assessed and processed under Part 9 of the PDI Act.

In preparing this report, regard has been had to the PDI Act, *Planning, Development and Infrastructure (General) Regulations 2017* ('PDI Regulations') and the relevant provisions of the Planning and Design Code.



2.0 BACKGROUND

2.1 Uniting Communities

Uniting Communities is an inclusive not-for-profit organisation and one of South Australia's largest providers of community services in South Australia. The organisation has operated in a variety of forms since 1901. The organisations' overall purpose is:

"... to work alongside South Australians as they strive for a bright future and great lives, supporting them to overcome adversity and disadvantage." (Source: Uniting Communities)."

Uniting Communities has built a strong relationship and a collaborative approach with the Department for Health and Wellbeing and other organisations in the delivery of services including programs designed to assist those suffering from drug and alcohol dependencies by providing facilities that allow them to remove themselves from environments that may hinder their recovery.

2.2 New ROADS

The program is to be called New ROADS and is drug-free, alcohol-free, voluntary and therapeutic. All participants are pre-screened at another facility and, if considered a suitable candidate, voluntarily join the program in order to gain space and support to detach themselves from negative influences and environments in their everyday lives.

Uniting Communities role is to support and assist individuals through the implementation of a program focused on providing a managed and safe environment for counselling and reflection. The program is similar to those successfully run across South Australia by Uniting Communities, which has assisted numerous participants over decades of service.

The program is highly structured, with activities scheduled throughout the day including both group and individual counselling, rostered chores, recovery and wellbeing sessions, exercise and reflection.

Participants are guided and assisted through the program by Uniting Communities staff, who are highly trained professionals and are present on-site at all times.

The facility will be neither a shelter, clinical rehabilitation facility, sobering up centre or boarding house. It is a unique facility delivering a unique program which has a proven record of success. The pre-screening process allows for individuals who may pose a risk to be prevented from using the facility. Further, management and operational processes are in place to deal with unexpected events including regular drug testing and breathalysing to ensure safety of all participants.



2.3 Community Consultation

Uniting Communities have undertaken an extensive and voluntary community engagement process with local stakeholders including residents, community groups, local schools and businesses, and the City of Holdfast Bay ("Council"). This process has involved an extensive letterbox drop to distribute information about the proposed service. Additionally, Uniting Communities staff have held a number of community information sessions where they have presented information on the service the proposed facility will provide, what the facility won't provide, and answered questions and taken comment from the community.

3.0 SUBJECT LAND

The site of the proposed development is commonly known as 5 Maturin Road, Glenelg. The land is legally described as Allotment 146 in Filed Plan 7181 in Certificate of Title Volume 6058 Folio 103. The subject land lies within the City of Holdfast Bay.

The subject land is irregular in shape and is 2,607 square metres in area. Primary street frontage is provided to Maturin Road, with a width of 55.5 metres, with rear access provided via a 7.5-metre-wide frontage to Raymond Grove. The subject land in its entirety is depicted in **Attachment A – Site Plan**.

The northern extent of the land is occupied by a four-storey building, and is presently used as part of the Murray Mudge residential aged care facility operated by Uniting Communities on the subject land and the allotment to the immediate north. As distinct from the northern portion of the subject land, the site of the development is contained within the southern extent of the land with frontage to Maturin Road and is occupied by a single-storey building, known as Murray Mudge House.

The exterior elements and details that remain from the original design of the building are subject to a Local Heritage Place listing.

Car parking is provided within a small forecourt in the south-western corner of the allotment. The land appears to be flat based on a visual inspection and review of topographical imagery. Boundary landscaping is providing surrounding Murray Mudge House.

4.0 LOCALITY

The immediate locality is residential in nature, which is expressed predominantly in the form of large, single-storey detached dwellings on large allotments, particularly to Maturin Road. Residential flat buildings and group dwellings increase in prevalence at the western extent of the locality towards Moseley Street. The residential aged care facility operated by the proponent is an outlier in regard to both built form and land use within the locality, although this is largely obscured by its position within a cul-de-sac.



The character of the area is strongly influenced by the presence of large historic dwellings which take prominent roles within the streetscape. The amenity of the locality is considered high due to the well-maintained nature of the streetscape.

5.0 PROPOSED DEVELOPMENT

5.1 Change of Land Use

The proposed development comprises a change of land use for a portion of the building known as Murray Mudge House, located in the southern extent of the land fronting Maturin Road. The proposed use is a Community Health Facility for the delivery of the program described in **Section 2.0** of this report.

The proposal seeks to use the southern extent of the existing building with no proposed built form alterations. No building or site works are proposed, with the building and surrounding land retaining their current appearance.

The affected area of the site is exhibited on **Attachment A – Site Plan**, with the internal layout and use of rooms provided on **Attachment B – Site and Floor Plan**, both of which are enclosed.

5.2 Nature of Activities on the Site

The site is proposed to be used for the delivery of the Uniting Communities program.

Participants will volunteer for the program and be pre-screened for suitability off-site at other Uniting Communities facilities. Participants will then agree to enter the program and the facility and sign a residential agreement outlining their understanding of the program, participant expectations, and behaviours that will not be tolerated.

The operation on the site involves scheduled and monitored activities between 7:00 am and 9:00 pm. Outside of these hours, participants will be sleeping within either single or double bedrooms.

A maximum of twelve (12) participants will be present at the site at any one time.

There will not be any visitors to the site at any time, and all off-site movements by participants will be supervised and managed by Uniting Communities staff.

A series of potential risks, preventative and control measures and responses to incidents have been developed by Uniting Communities to demonstrate the manner in which the facility will be operated.

The operational management processes and further details of the nature of activities to be undertaken on the site are provided within the Residential Agreement enclosed in **Attachment C**.



5.3 Hours of Operation

The facility will operate and be staffed 24 hours a day, seven (7) days a week.

The program outlines that participants are active conducting structured activities between 7.00 am and 9.00 pm on all days of the week.

5.4 Staff

The facility will accommodate a maximum of six (6) staff and a minimum of two (2) at any one time. Overnight staff also have access to additional on-call support if required.

5.5 Car Parking

Vehicle parking is to be provided in the existing location in the south-western corner of the site. A total of five (5) spaces are provided in an angled arrangement. Service vehicles and deliveries are to utilise the driveway adjacent the parking spaces. Each will be served by the existing crossover to Maturin Street.

Participants will not bring their vehicles to the facility and as such there is no parking spaces for this purpose. Similarly, no visitation will occur on the site, negating the need for parking spaces to be provided for this purpose.

All on-site parking will be therefore dedicated to staff. Where required on occasion, any overflow staff parking will be able to be serviced by the staff parking available at the adjacent Murray Mudge aged care facility.

5.6 Other Potential Amenity Impacts on the Surrounding Locality

There are no other proposed activities on the site that are considered likely to generate impacts on the surrounding neighbourhood:

- There will be no active use of the premises during nighttime hours.
- Outdoor activities are likely to be infrequent and between the hours of 10.00 am and 2.30 pm, comprising outdoor discussions, passive recreation and gardening.
- The facility will be staffed at all times to respond immediately to any event at all times of the day.
- There is no requirement for service vehicle attendance to the site over and above a typical residential/office/consulting room scale.
- No alteration to the current external appearance of the building is proposed.



6.0 PROCEDURAL MATTERS

In accordance with Section 131 of the PDI Act, where an entity proposes to undertake development for the purpose of the provision of essential infrastructure, which is specifically endorsed by a State Agency, that development can be assessed as Crown Development.

A State Agency in this context means the Crown of a Minister of the Crown. Essential Infrastructure is defined in Part 1 (3) of the PDI Act as follows (emphasis added):

"essential infrastructure means—

...

health, education or community facilities; and

..."

As noted in **Section 1.0** of this report, this proposal has been sponsored by the Minister for Health and Wellbeing as a State Agency and consequently is a Crown Development application. A letter of endorsement is attached separately with the application.

Pursuant to Section 131(2)(c) of the PDI Act, the application must be lodged by the Minister for Health and Wellbeing to the State Planning Commission ('The Commission').

The Commission must process and assess the application in accordance with the relevant procedures under the PDI Act and regulations and make a report to the Minister for Planning. The Minister may then approve the application (or part thereof) or refuse to approve the application pursuant to Section 131(19) of the PDI Act.

The pertinent features of the assessment process are as follows:

- The prevailing function of the building is for administrative/office purposes, as an ancillary and subordinate activity to the dominant residential aged care use.
- The application requires planning approval for a change of land use from residential aged care facility to a community health facility.
- The application is not listed as Accepted, Deemed to Satisfy or Restricted Development in the Established Neighbourhood Zone and therefore defaults to the Code Assessed - Performance Assessed Pathway.
- The Commission must consult with the City of Holdfast Bay pursuant to Section 131(6) to (8) of the PDI Act.
- The proposal is not a prescribed class of development defined by regulation requiring notification to a State Agency pursuant to Section 131(10) of the PDI Act.



- As a Crown Development, where the construction costs of the proposal are less than \$10 million, the application is excluded from any requirement for public notification pursuant to Section 131(13) of the PDI Act.
- No appeal lies against the Minister's decision pursuant to Section 131(26) of the PDI Act.

As noted in **Section 2.0** of this report, notwithstanding the PDI Act does not require public notification of the proposal, the proponent has commenced a public consultation process with residents in the locality.

The consultation undertaken to date provided the community with information and an understanding of the project, how it will operate, and identification of any issues of concern to residents that the proponent can address and resolve.

It is intended engagement with the community will be ongoing.

7.0 PLANNING ASSESSMENT

7.1 Planning and Design Code

The Planning and Design Code (Version 2023.8 – 15 June 2023) is the relevant instrument against which development applications are to be assessed within South Australia. The Code contains policies for the assessment of development relative to the various zones, subzones, overlay areas and general development policies identified within the document.

A number of sections of the Code apply to the subject land. **Table 1** below provides a summary of the sections of the Code determined to be relevant to the assessment of the proposed development.

Table 1: Planning and Design Code Summary

PLANNING AND DESIGN CODE SUMMARY	
Version and Date	Version 2023.8 – 15 June 2023
Zone	Established Neighbourhood Zone
Technical and Numerical Variation (TNV)	N/A
Relevant Overlays	Historic Area (HoB2) Local Heritage Place (4591)
Relevant General Development Policies	Interface between Land Uses Site Contamination Transport, Access and Parking

It is considered that the relevant elements of the development for assessment are land use, heritage and character, and access and parking.



7.2 Land Use

PO 1.1 of the Established Neighbourhood Zone envisages:

Established Neighbourhood Zone

PO 1.1 Predominantly residential development with complementary non-residential activities compatible with the established development pattern of the neighbourhood.

The corresponding DPF 1.1 lists 'Community facility' as one of the envisaged forms of development within the Zone.

The proposed land use does not seek to alter the established development pattern of the neighbourhood, as no alterations to the built form of the Local Heritage Place are proposed. The development will not be visually discernible and therefore the impacts on development patterns are considered to be nil. Furthermore, while the proposed development seeks to introduce a land use into the locality, it is closely linked and associated with an existing use operated on the land. Therefore, the impacts that may otherwise be felt from an introduction of a such a land use into a residential area are mitigated.

Concurrently, while the development will be a community health facility, DPF 1.1 of the Zone supports '*community facilities*' that provide '*community support services*'. It is contended that the land use provides a tailored and vital service to the community and can be seen to address this provision. Similarly, PO 1.4 of the Zone seeks improved community accessibility to a range of services, including health and welfare.

Established Neighbourhood Zone

PO 1.4 Non-residential development located and designed to improve community accessibility to services, primarily in the form of:

- a) **small scale commercial uses such as offices, shops and consulting rooms**
- b) **community services such as educational facilities, community centres, places of worship, child care facilities and other health and welfare services**
- c) **services and facilities ancillary to the function or operation of supported accommodation or retirement facilities**
- d) **open space and recreation facilities.**

The development is considered to expand the accessibility of health and welfare services within an area that has been identified by the proponent as having a demonstrated need.

It is also noted that the operations of the proposed land use will be carefully managed by the proponent to ensure that it remains compatible with the surrounding residential area. While the facility will be occupied continually, the nature of the activity will mirror those undertaken in a residential setting, with participants being in bedrooms between 9.00 pm and 7.00 am each night.



Activities undertaken during the day are not considered to generate noise levels above those expected within a residential setting, with the majority to be held indoors. Outdoor activities are to be supervised, as are any off-site visits that require participants to enter and exit the facility. This supervision is considered to adequately manage any adverse interface impacts that may otherwise arise. Smoking will be prohibited for participants during the length of their stay at the facility, further reducing outdoor activity and alleviating a common concern of local residents raised during consultation.

Further, strict measures in place for non-compliance with the mandatory behavioural agreements. The combination of these measures is considered to satisfy both PO 1.2 and PO 2.1 of the Interface between Land Uses module.

Interface between Land Uses

PO 1.2 Development adjacent to a site containing a sensitive receiver (or lawfully approved sensitive receiver) or zone primarily intended to accommodate sensitive receivers is designed to minimise adverse impacts.

PO 2.1 Non-residential development does not unreasonably impact the amenity of sensitive receivers (or lawfully approved sensitive receivers) or an adjacent zone primarily for sensitive receivers through its hours of operation having regard to:

- a) the nature of the development
- b) measures to mitigate off-site impacts
- c) the extent to which the development is desired in the zone
- d) measures that might be taken in an adjacent zone primarily for sensitive receivers that mitigate adverse impacts without unreasonably compromising the intended use of that land.

It is also noted that the proposed change in land use does not result in an increase in land use sensitivity. The site is presently utilised in association with a residential aged care facility, which is classed as Item 2 within the Land Use Sensitivity Hierarchy outlined within *Practice Direction 14 – Site Contamination Assessment*. The proposed development, while not explicitly listed, is similar in nature to a residential aged care facility, being a facility for the non-permanent residence of individuals who may be vulnerable. It is not considered to be domestic, as participants will not permanently reside at the facility. Therefore, the proposed land use is also classed as Item 2, resulting in no change to the land use sensitivity. DPF 1.1 of the Site Contamination module is therefore satisfied.

7.3 Heritage and Character

Both the Historic Area Overlay and Local Heritage Place Overlay apply to the subject site. Each Overlay is principally concerned with the retention of valued built form features that are considered to contribute to the unique character of the streetscape.

There are limited policies within the Overlays that apply to general development. These are:

Historic Area Overlay

PO 1.1 All development is undertaken having consideration to the historic streetscapes and built form as expressed in the Historic Area Statement.



Local Heritage Place Overlay

PO 1.7 Development of a Local Heritage Place retains features contributing to its heritage value.

The proposed land use in this instance is the only development proposed. It is considered that the change from using the existing building as a residential aged care facility to a community health facility will not result in any tangible impacts on the value of either the Local Heritage Place or on the streetscape characteristics within the Historic Area. It is noted that the garden will be reinstated and appropriately maintained in the proposed scenario, offering an improved visual presentation to the street.

All built form features of the Local Heritage Place are to be unchanged, resulting in a retention of its valued features and of its presentation to Maturin Road.

Therefore, it is considered that the development does not impact on the heritage values of either Murray Mudge House or the Historic Area and that the relevant provisions of the abovementioned Overlays are both satisfied.

7.4 Transport, Access and Parking

The proposed development will continue to utilise the existing parking area and driveway within the south-western corner of the site. This area has five (5) angled parking spaces.

Table 1 – General Off-Street Parking Requirements of the Transport, Access and Parking module of the Planning and Design Code does not prescribe a rate of on-site car parking for community health facilities or a similar type of land use. Therefore, PO 5.1 of the Transport, Access and Parking module becomes the relevant policy.

Transport, Access and Parking – General Development Policies

PO 5.1 Sufficient on-site vehicle parking and specifically marked accessible car parking places are provided to meet the needs of the development or land use having regard to factors that may support a reduced on-site rate such as:

- a) **availability of on-street car parking**
- b) **shared use of other parking areas**
- c) **in relation to a mixed-use development, where the hours of operation of commercial activities complement the residential use of the site, the provision of vehicle parking may be shared**
- d) **the adaptive reuse of a State or Local Heritage Place.**

The proposed development is to have a maximum of six (6) staff and a minimum of two (2) at any given time. Participants are unable to bring their own vehicles and visitors are not allowed on-site. All participants are transported to the property by staff when they commence the program. It is noted that the development also comprises the reuse of a Local Heritage Place. As such it is considered that when the relevant factors regarding the intensity of the development are considered, that the level of on-site parking provided can be seen to meet the needs of the development, to the satisfaction of PO 5.1.



Similarly, DPF 3.1 is considered to be adequately addressed as access will continue to be provided via the lawfully existing crossover to Maturin Road, which is of a suitable size and capacity to accommodate the development. All participant access to and from the facility will be via the primary frontage to Maturin Road. Rear access via Raymond Grove is not intended to occur.

8.0 CONCLUSION

The proposed development of a community health facility at 5 Maturin Road, Glenelg is considered to be appropriate development within the locality. Therapeutic residential recovery programs are an important social service supported by Governments throughout Australia. In recognition of the New ROADS program's significance, the Minister for Health and Wellbeing has provided endorsement and sponsorship to the Crown Development application. As such the application will ultimately be determined by the Minister for Planning.

From the planning analysis undertaken in the preceding sections of this report, the proposed land use is considered to be supported by the Zone. The interface between land uses will be appropriately and considerately managed through internal processes and the use of professionally trained staff during all hours. Furthermore, access and parking arrangements and the impacts on the heritage and historic neighbouring sites and the locality are also considered to be within the bounds of what is envisaged by the Planning and Design Code.

Furthermore, the proposal:

- provides a critical support program for those in need;
- is to be managed and run by an experienced organisation;
- utilises an existing access point and parking; and
- should not have an unreasonable impact on the amenity or character of the locality.

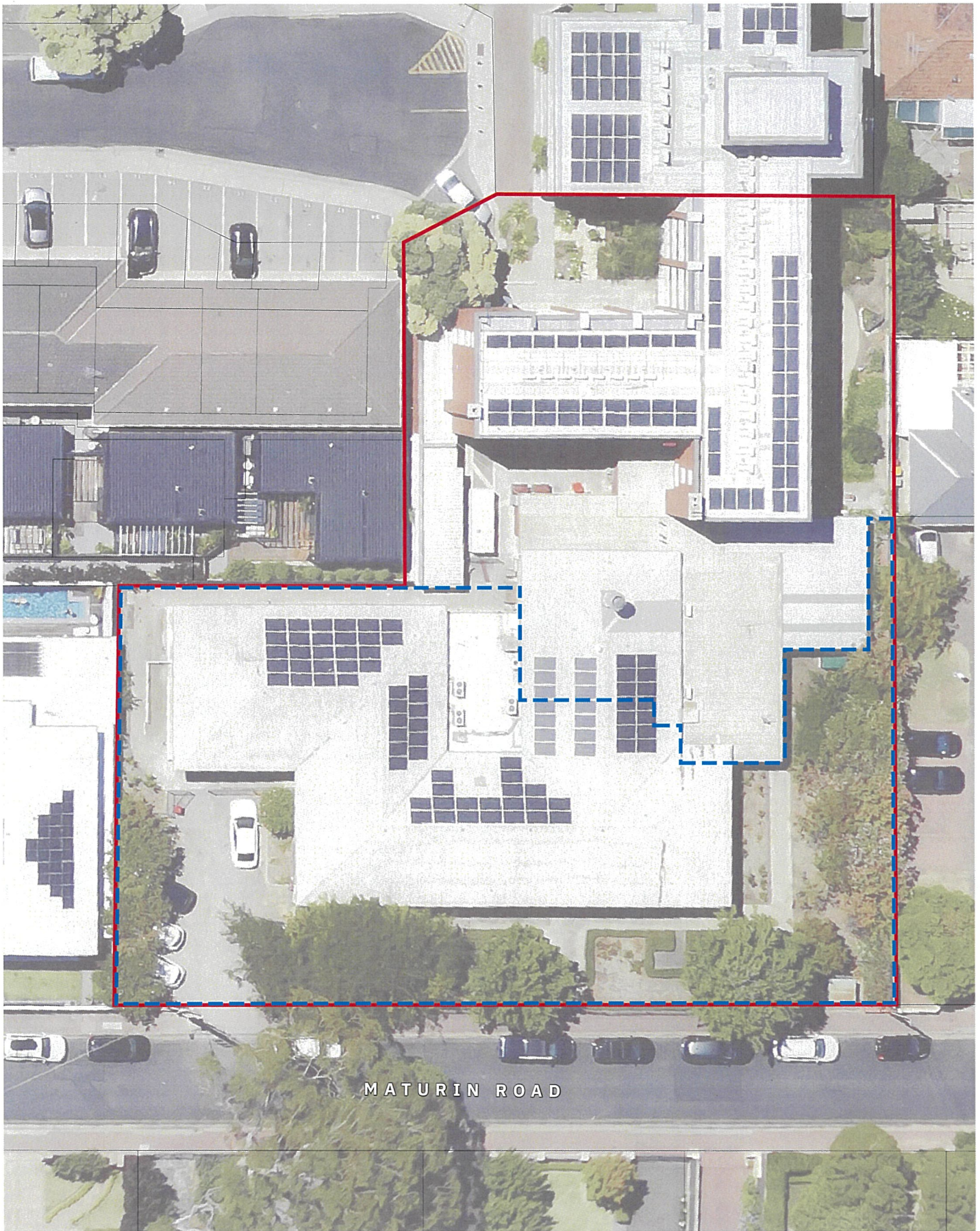
Having regard to the proposal, the nature of the development, the site and locality and the relevant provisions of the Planning and Design Code, it is considered that the proposed development warrants Planning Consent in accordance with Section 102 (1) (a) of the *Planning, Development and Infrastructure Act 2016*.



Nick Wilson MPA
B/A in Planning

5 July 2023

ATTACHMENT A

Site Plan



-  SITE BOUNDARY
-  DEVELOPMENT SITE

SITE PLAN AERIAL PHOTOGRAPH

5 MATURIN ROAD
GLENELG

for UNITING COMMUNITIES



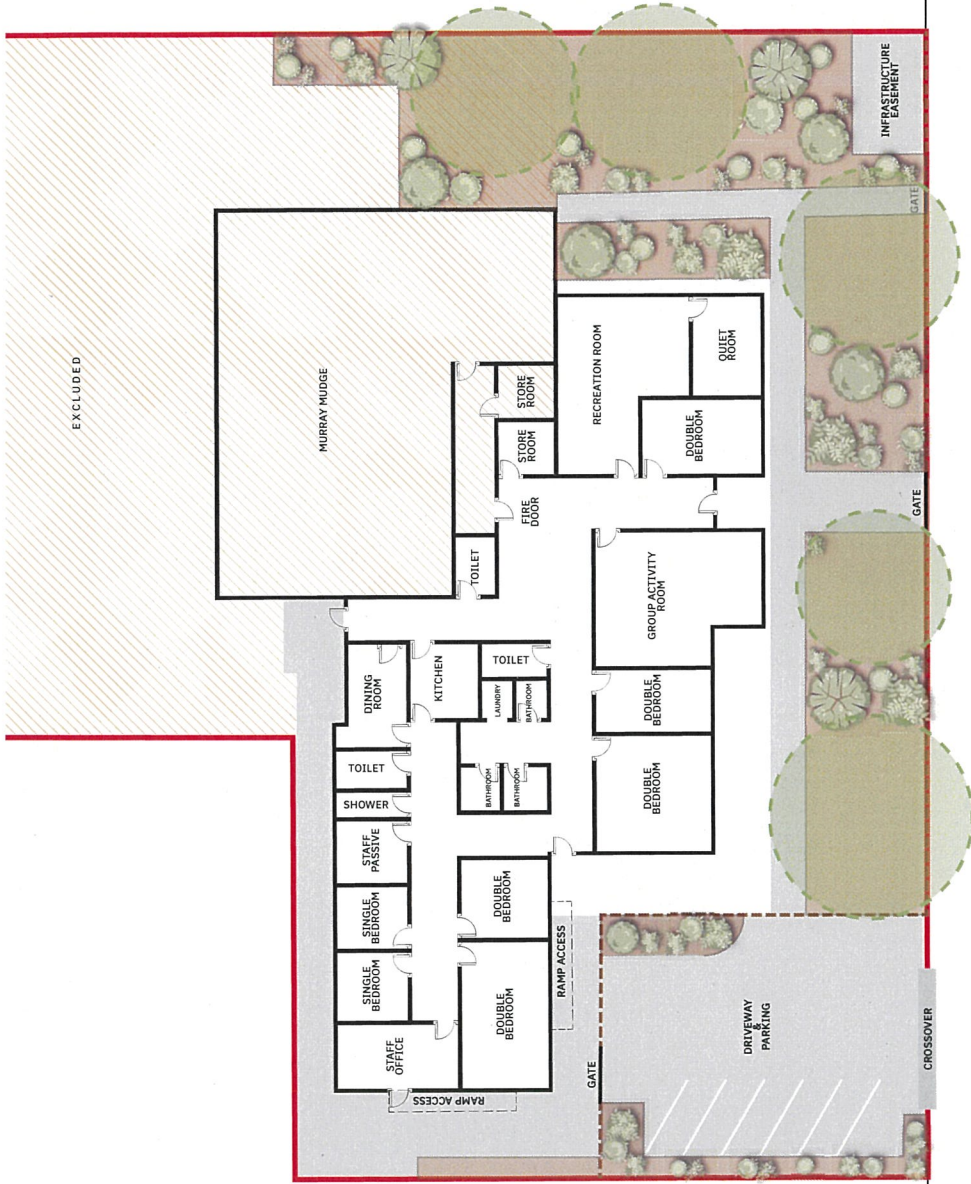
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ATTACHMENT B

Site and Floor Plan



MATURIN ROAD

-  SITE BOUNDARY
-  PATHS / DRIVEWAY
-  LANDSCAPING (INDICATIVE ONLY)
-  FENCE
-  EXCLUDED

 EXISTING TREES

SITE & FLOOR PLAN SOCIAL SERVICE FACILITY

5 MATURIN ROAD
GLENELG

for UNITING COMMUNITIES



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ATTACHMENT C

Residential Agreement

New ROADS Residential Agreement

Welcome to the New ROADS (NR) Residential Program. The purpose of the Residential Program is to provide you with a safe place to address underlying issues that have led to substance use, to develop and strengthen new behaviour patterns to create a balanced lifestyle, build life skills and connect with the New ROADS Recovery Community.

Below is our New ROADS timetable. Timetables will vary slightly across different New ROADS sites, however this will give you an idea of the time requirement to meet your individual goals

Time	Monday	Tuesday	Wednesday	Thursday	Friday	Saturday	Sunday
7:00-7:30	Get up, get ready (shower, make bed, have breakfast)	Get up, get ready (shower, make bed, have breakfast)	Get up, get ready (shower, make bed, have breakfast)	Get up, get ready (shower, make bed, have breakfast)	Get up, get ready (shower, make bed, have breakfast)	Get up, get ready (shower, make bed, have breakfast)	Sleep in
7:30-8:00	Rostered Chores	Rostered Chores	Rostered Chores	Rostered Chores	Rostered Chores	Rostered Chores	Rostered Chores
8:00-10:00	Preparation for the day	House Meeting Worksheet Support	Gardening and Yard Clean Up	Preparation for the day	Activity	Community Activity (client led)	Client led New ROADS activity
11:00-12:30	Life Skills Group (Ucity)	SMART Recovery Group (Ucity)	Fundamentals 11am-12pm	Relapse Prevention Group (Ucity)	Community Lunch	Community Activity (client led)	Time with safe family and friends
12:30-13:30	Lunch and clean up	Lunch and clean up	Art **9:30am -3pm (Ucity Art Space)	Lunch and clean up	Community Lunch/Share time	Lunch and clean up	Lunch and clean up
13:30-15:30	Individual MRM plan or Counselling	Individual MRM plan or Counselling		Gardening @ Brompton	Individual MRM plan or Counselling	Individual MRM plan	Individual MRM plan
15:30-16:30	Individual Self-Care activity (in line with MRM)	Individual Self-Care activity (in line with MRM)	Individual Self-Care activity (in line with MRM)	Individual Self-Care activity (in line with MRM)	Individual Self-Care activity (in line with MRM)	Individual Self-Care activity (in line with MRM)	Individual Self-Care activity (in line with MRM)
16:30-18:30	Recreation	Recreation	Recreation	Recreation	Recreation	Recreation	Recreation
18:30-19:30	Dinner and clean up	Dinner and clean up	Dinner and clean up	Dinner and clean up	Dinner and clean up	Dinner and clean up	Dinner and clean up House Meeting (staff led)
19:30-21:00	MRM Mindfulness	MRM Mindfulness	MRM Mindfulness	Games Night Mindfulness	CW led activity Mindfulness	Exercise Mindfulness	Client weekly goals Mindfulness
21:00-22:00	Individual wind down/journaling	Individual wind down/journaling	Individual wind down/journaling	Individual wind down/journaling	Individual wind down/journaling	Individual wind down/journaling	Individual wind down/journaling
20:30	Required Return Time: Phase One	Required Return Time: Phase One	Required Return Time: Phase One	Required Return Time: Phase One	Required Return Time: Phase One	Required Return Time: Phase One	Required Return Time: Phase One
21:30	Required Return Time: Phase Two	Required Return Time: Phase Two	Required Return Time: Phase Two	Required Return Time: Phase Two	Required Return Time: Phase Two	Required Return Time: Phase Two	Required Return Time: Phase Two
22:30	Required Return Time: Phase Three	Required Return Time: Phase Three	Required Return Time: Phase Three	Required Return Time: Phase Three	Required Return Time: Phase Three	Required Return Time: Phase Three	Required Return Time: Phase Three

**** All individual time to be planned with New ROADS staff in line with your individual Treatment Plan.**

At New ROADS we prioritise the safety of everyone connected to the service. To achieve this, we ask that you agree to the following;

Prioritising Recovery

- Choosing to engage in the New ROADS Residential Program means committing to all activities in the above timetable unless otherwise negotiated with your Counsellor.
- New ROADS is an abstinence-based program. No substance use is permitted whilst participating in the residential program. Staff will respond appropriately to any lapses that occur on an individual basis.
- Drug Screens and BAL's are utilized as a therapeutic tool to support recovery. As such staff may request random screenings in addition to scheduled screening.
- Honesty about substance lapses is important and this extends to other people's lapses. Do not cover up for someone or ask someone else to cover for you.
- Romantic/intimate relationships and sexualised behaviours between clients take the focus away from recovery and are not permitted in the residential program.

Day of Admission

- Admission to the residential program will be delayed if you provide positive drug and alcohol screening results on the day of admission.
- An initial service fee of \$250 is required to be paid on day of admission to enter the New ROADS residential program. This will be inclusive of your key deposit and ambulance cover. This is due on the day of admission and admissions will be paused if you are unable to follow through with this payment.
- There is a limit of two reasonably sized bags of belongings to be brought into the residential rehabilitation program.

Safe Behaviour

- No form of violence, including verbal or physical violence, will be tolerated while in the residential program.
- No substances are to be used or stored at the property, including mouthwash containing alcohol.
- Weapons, including replicas, are not to be permitted on the residential properties, and tools/kitchen utensils are not to be taken into bedrooms.
- Smoking and vaping are not permitted inside or around the houses.
- No visitors to the residential houses. Residential address and phone number are not to be provided to anyone. Please see your Welcome Pack for local landmarks where you can meet safe friends and family.
- Demonstrate respect and tolerance for all clients and staff through speech and actions.
- If the NR team have not seen or heard from you for 2-days we are required to complete a missing person's report, please ensure you respond to SMS or answer calls from NR to ensure that this does not occur.

Lapses and Substance Use

- In the instance of a lapse/use of substances whilst in the program clients will be asked to leave the property and a service boundary (time away from the program) will be instated for the night or until they are no longer under the influence.
- Clients are not able to remain on the property whilst under the influence of a substance. This is for the safety and wellbeing of all clients in the program.
- Clients will need to meet with senior staff at the next available time to discuss their ongoing participation in the program in such instances.

House Cleanliness

- Maintain common and personal areas to a reasonable standard of cleanliness and hygiene
- Participate in the morning chores roster as scheduled, including cleaning and garden maintenance
- New ROADS staff have the right to enter and/or search client's rooms if there is concern for welfare or an indication that substances may be anywhere in the house. This also applies to vehicles being searched.
- Provide your own food and sanitary items, unless group meals have been arranged
- Respect other people's property and do not touch other people's items or enter other rooms without permission.
- Lock all doors and windows when leaving the house
- New ROADS will inspect all houses for cleanliness additionally, as properties may be private rental landlords, will also require access for quarterly property inspections.

I agree to follow the above rules and guidelines of the residential rehabilitation program. I understand that if I do not follow any of these rules and guidelines I may be asked to leave the program and forfeit any fees paid in advance.

Should I leave residential rehabilitation of my own accord I understand that a fee refund is not available.

\$70 key deposit will be returned providing the house is left without damage and the house/room key that I am provided with is returned and all of my items have been removed from the house. Items left at the house will not be stored for more than two weeks, after two weeks items will be donated to Goodwill.

Uniting Communities is a child safe organisation. All staff and volunteers are mandated to notify child abuse and/or neglect.

Client: _____

Counsellor: _____

Date: _____

Attachment 2



holdfast.sa.gov.au

Brighton Civic Centre 24 Jetty Road, Brighton SA 5048

PO Box 19 Brighton SA 5048

P 08 8229 9999 F 08 8298 4561

Glenelg Customer Service Centre and Library

2 Colley Terrace, Glenelg SA 5045

8 August 2023

Presiding Member
State Commission Assessment Panel
GPO Box 1815
ADELAIDE SA 5000

via email: gabrielle.mcmahon@sa.gov.au

Dear Presiding Member

Section 131 Referral Response – DA 110/V025/23 – 5 Maturin Road, Glenelg

Thank you for the opportunity to provide comments on the development application made by the Minister for Health and Wellbeing for a facility at 5 Maturin Road, Glenelg to provide therapeutic services for recovery from alcohol and drug dependency.

From the outset, the Council acknowledges that residential recovery programs, such as the New ROADS program offered by Uniting Communities, provide an essential social service to the many in need of such support. Council also acknowledges the State Government's role in funding these programs aimed at the rehabilitation of community members recovering from alcohol and drug dependency. The City of Holdfast Bay too has a proud history of assisting vulnerable people into Residential Supported Facilities in suitable locations within the Council area, established through due process involving the assessment of development applications that have been informed by community consultation and scrutiny by Council's Assessment Panel. So, whilst this Council has demonstrated an acceptance to having facilities such as the one proposed within the City of Holdfast Bay, there is strong objection to the chosen location and the assessment pathway adopted for this specific proposal, which has shown complete disregard for the very community to which this facility seeks to become part of.

There was great anticipation on the part of Council and an anxious community that the belated lodgement of a development application for the change of land use would finally present an opportunity for meaningful public engagement, and for Uniting Communities to allay concerns around how the change of land use would affect the existing residential amenity of the immediate locality. It was therefore extremely disappointing to learn of the Minister's determination that the proposal had been assigned Crown Development status pursuant to Section 131 of the *Planning, Development and Infrastructure Act 2016*, effectively leaving only the Council to formally represent the community's interests in this matter.



Furthermore, the documentation provided in support of the development application makes no specific assessment of the proposal's impact on the nearby early learning centre and primary school, with no apparent regard for either the social or practical interface challenges of co-locating the rehabilitation facility in proximity to such sensitive land uses. The proposal provides a number of statements on how risks associated with the change of land use will be mitigated and managed, without detailing what these foreseen risks might be. It is imperative that if these risks are known, that they are disclosed so that an assessment can be undertaken as to whether the mitigating actions are sufficient and effective to manage the associated risks. The commitment made by the proponent in the development application advising that the facility will be staffed at all times to respond immediately to any *"...unexpected events..."* provides little reassurance, and in fact presents more questions around what these unexpected events might involve. It is imperative that these anticipated incidents are described, as Uniting Communities must appreciate that if unexpected events requiring an immediate response are anticipated, then the neighbouring community is entitled to understand what preparation and response is required on its part.

Notwithstanding the assurances provided by Uniting Communities in the development application, including the signing of behavioural agreements between it and participants of its rehabilitation program, any land use approval sits with the land, not the individual, meaning that personal pledges relating to behaviour are not binding on the transient participants in the program. The application documentation states that Uniting Communities has identified *"...a series of potential risks..."* associated with the proposal and that *"... preventative and control measures and responses to incidents have been developed by Uniting Communities..."* where the supervision of participants is considered as a means *"...to adequately manage any adverse interface impacts that may otherwise arise."* It is alarming to be advised that there are known risks associated with this development, and for the community not to be provided with an understanding of these interface impacts and who is deemed to be at risk from these 'unexpected events'.

There are insufficient safeguards and assurances to provide comfort to Council and the community that the acknowledged 'unexpected events' and 'potential risks' associated with the proposal will be appropriately managed and mitigated. The City of Holdfast Bay therefore objects to the proposal on the basis that there is simply not enough information to ensure that the social and practical interface issues will be effectively managed, and that there are no enforceable safeguards in the planning system to ensure sufficient oversight of resident behaviour.

Another important point worth raising is that by declaring this proposal as 'essential infrastructure', and thereby affording it Crown Development status, a dangerous precedent has been set for future development. It is essential that development applications that would ordinarily be subject to public engagement and scrutiny are not derailed from their conventional and expected assessment pathway on the basis that it is politically convenient to do so. This opens the door for other inappropriate proposals to follow, and for the voice of the community to be further diluted when it comes to the types of development that impact it most.

As the following assessment by Council's planning staff articulates, the development assessment system is specifically designed to discourage development where the impacts cannot be quantified in an area. There are specific zones set aside to accommodate uses where the impact on adjoining properties cannot be managed by way of either design or the imposition of enforceable conditions. Whilst the adaptation of a heritage building to house

a rehabilitation facility is a positive aspect of the proposal, the participants in the program need to be accommodated in a setting which is conducive to their recovery, not one which is so sensitive that it requires a number of mitigating measures such as 'behavioural agreements', curfews, and emergency response procedures to ensure that the land use can sit comfortably and safely within an established and sensitive urban environment.

Planning Assessment

The Proposal

The proposed development seeks to change the use of an existing Local Heritage Place located at 5 Maturin Road, Glenelg to a facility providing accommodation and therapeutic services for up to twelve people recovering from alcohol and drug dependency. There is no building or structural work associated with the development, with reliance placed on the existing onsite car park to service the premises. The site of the development is located within the Established Neighbourhood Zone under the Planning and Design Code.

Locality

The immediate locality is characterised by established, well-maintained buildings and gardens, mainly of large, single-storey scale, with a strong built heritage representation. Maturin Road is a compact thoroughfare with open front yards adjacent narrow footpaths. The amenity of the locality and Maturin Road, in particular, can be described as very high, with the sensitivity of land uses also being very high by virtue of the prevalence of residential dwellings and the presence of an early learning centre and primary school in close proximity to the subject land. The term 'tightly held' is most apt to describe Maturin Road and its immediate locality.

Assessment

There are a select number of provisions in the Planning and Design Code that are relevant to the assessment of this proposal.

Established Neighbourhood Zone

- PO 1.1 Predominantly residential development with complementary non-residential activities compatible with the established development pattern of the neighbourhood.*
- PO 1.4 Non-residential development located and designed to improve community accessibility to services, primarily in the form of*
- b) community services such as educational facilities, community centres, places of worship, child care facilities and other health and welfare services*
 - c) services and facilities ancillary to the function or operation of supported accommodation or retirement facilities*

Architecturally, the proposal maintains the *status quo*, with the adaptation of the Local Heritage listed building not undergoing any substantial change to its external form or appearance. From this point of view, the development has no direct visual

impact on the established streetscape. The adaptation of the building's internal configuration to cater for staff and participants, is subtle and non-detrimental to the original fabric of the heritage building. As such, the proposed land use does not interfere with the established pattern of the built form in the neighbourhood and is therefore consistent with the intent of Performance Outcome 1.1.

Built form attributes aside, the assessment of the change of land use is based on the extent to which the development is desired in the Established Neighbourhood Zone (the Zone). There is no indication found in relevant sections of the Planning and Design Code that a supported facility of this type is specifically desired in the Zone. Performance Outcome 1.4 (b) and (c) seeks an altogether different type of land use, being one which is complementary with existing residential activities.

From a land use perspective, the intended use is not residential, notwithstanding that it makes provision for up to twelve persons to be accommodated overnight in the facility (albeit not ancillary accommodation as the Zone seeks). Whilst the Zone envisages secondary services it does not envisage the primary service itself, which is specifically catered for in alternative and more appropriate Zones.

PO 1.5 Expansion of existing community services such as educational facilities, community facilities and child care facilities in a manner which complements the scale of development envisaged by the desired outcome for the neighbourhood.

Performance Outcome 1.5 does not mention the proposed use in the list of land uses that are envisaged or desirable in the Zone. In this regard, the assessment of the proposed use becomes reliant on whether there is sufficient merit with the development that entitles it to an exceptional place within the Zone. The land use is not an expansion of the aged care facility on the broader site either, but rather an altogether new use, not akin to the 'community services' sought by Performance Outcome 1.5.

Interface Between Land Uses

DO 1 Development is located and designed to mitigate adverse effects on or from neighbouring and proximate land uses.

The documentation provided in support of the development application contends that outdoor activities for participants in the program are likely to be infrequent and between the hours of 10.00am and 2.30pm. It is noted that this time period is consistent with the hours that students from the early learning centre and primary school are least likely to be active along Maturin Road. It is reasonable to assume that this is a conscious decision by the proponent designed to minimise the likelihood of interaction between the respective groups, and manage any adverse interface impacts that may arise, which is effectively what Desired Outcome 1 seeks.

The development application goes further by suggesting that any off-site visits or outdoor activities that require participants to enter and exit the facility will be supervised to manage any adverse interactions with the broader community. This is an important and necessary commitment by the proponent, but not one that can be regulated by the planning system. Whilst the development system can regulate land

use, it has no capacity to regulate personal freedom. The 'behavioural agreements' and activity timetables between the service provider and participants in the program have no resonance in the planning system, and are therefore an unreliable measure for the purpose of Desired Outcome 1, which seeks more tangible measures to mitigate against a proposal's impact (whether it be social, environmental or visual) on proximate land uses. If the proposal were to proceed, it is recommended that a structured agreement be entered into between the Minister for Planning (as the *designated authority*) and the landowner in the form of a Land Management Agreement (LMA) pursuant to section 193 of the *Planning, Development and Infrastructure Act 2016* to ensure the adequate management of risks.

On any reasonable measure, however, a planned development of this type would not be located in proximity to an early learning centre and primary school. Notwithstanding, the adaptation of heritage buildings for ongoing economic use is encouraged throughout the Planning and Design Code, so the intent of the proposal is not without merit. However, the locational challenges associated with this proposal are compounded by the limitations of effectively adapting a local heritage listed building built in the 19th Century, which is ill-designed for its intended purpose as a facility for the provision of 21st Century therapeutic residential care. The proposal appears convenient rather than well-conceived because the building which the land use seeks to occupy is somewhat landlocked, constrained by structures within its own site, and by its proximity to Maturin Road.

In this regard, it would appear difficult to offer a discreet service from this location, let alone incorporate an adequate curtilage for outdoor activities. The use will effectively be forced to directly interact with neighbouring land uses, with the curfews suggested being difficult to enforce. The idea of participants in the program interacting with the established community is not problematic in itself, and indeed an essential part of such reassimilation programs. However, the proponent acknowledges in the supporting documentation that unexpected events will be managed through operational processes including regular drug testing and breathalysing. This is not the level of reassurance that the Planning and Design Code is seeking when it asks that development mitigates against adverse effects (behavioural or otherwise) spilling onto neighbouring areas. The Planning and Design Code seeks more robust safeguards, which can only come from a purpose-built facility in an appropriate location.

Desired Outcome 1 goes further than simply limiting the assessment to the impacts of the development on neighbouring land uses however, it also seeks development that is located to mitigate adverse effects from proximate land uses. In this regard, the assessment must also consider whether the retail offerings located in proximity along Jetty Road at Glenelg serve to heighten rather than mitigate any adverse impacts on residents of the facility.

PO 1.2 Development adjacent to a site containing a sensitive receiver (or lawfully approved sensitive receiver) or zone primarily intended to accommodate sensitive receivers is designed to minimise adverse impacts.

There is no structural or building work proposed as part of the change of land use. In this regard, the premises are not fit for purpose, but rather involve retrofitting a heritage building to accommodate twelve drug and alcohol dependant persons. There is inadequate breakout space for meaningful outdoor activity, the dormitory-

like floorplan is not conducive to extended periods spent indoors, as the proposal suggests. This is exacerbated by the fact that activities within the confined outdoor space will be limited to a specific timeframe. These limitations associated with the building and site are not helpful to minimising the adverse impacts (or 'unexpected events' as described by the proponent) on the more sensitive uses along Maturin Road, namely the early learning centre and primary school. Performance Outcome 1.2 can therefore not be satisfied in that there is no design solution that will provide practical outdoor space and a discreet setting for the facility.

Historic Area Overlay

PO 1.1 All development is undertaken having consideration to the historic streetscapes and built form as expressed in the Historic Area Statement.

Local Heritage Place Overlay

DO 1 Development maintains the heritage and cultural values of Local Heritage Places through conservation, ongoing use and adaptive reuse.

PO 1.7 Development of a Local Heritage Place retains features contributing to its heritage value.

PO 2.2 Adaptive reuse and revitalisation of Local Heritage Places to support their retention in a manner that respects and references the original use of the Local Heritage Place.

The provisions relating to the Local Heritage and Historic Overlays are dealt with in this single response. The proposal to adapt an existing Local Heritage building, whilst maintaining and enhancing the architectural features in Architect Thomas English's original design, is a commendable aspect of this development, particularly as it remains the oldest remaining building of its type, having been constructed in 1899. The sensitive conservation work and light-touch approach to the internal refurbishments contribute to the retention of the building's original features, maintaining an understanding of the building's original form.

Transport, Access and Parking – General Development Policies

PO 5.1 Sufficient on-site vehicle parking and specifically marked accessible car parking places are provided to meet the needs of the development or land use having regard to factors that may support a reduced on-site rate such as:

d) the adaptive reuse of a State or Local Heritage Place.

The carpark associated with the building is longstanding and will not be significantly altered as part of this application. The total number of car parking spaces is adequate for the number of occupants (staff and residents) in the building. However, the arrangement of the bays is non-compliant with current-day standards, as vehicles are required to exit by reversing onto the road or undertaking a multi-stage manoeuvre. However, given that the carpark serves a Local Heritage Place, it is reasonable to allow dispensation from the relevant standards where there is an adaptive reuse of the building. Given the limited number of vehicle movements

anticipated to and from the facility each day, the non-compliant car parking spaces are unlikely to cause interference with general traffic along Maturin Road, particularly as this is a longstanding arrangement, not exacerbated by the development *per se*.

Assessment Summary

On the balance of the information provided as part of the development application and the assessment undertaken against the relevant provisions under the Planning and Design Code, there are insufficient grounds to grant planning consent to the proposal. The proposal does not adequately satisfy the relevant provisions for non-residential development in the Established Neighbourhood Zone, and particularly the provisions that relate to development undertaken at the interface with proximate land uses. Specifically, whilst the development does provide for an adaptive reuse of a Local Heritage Place to ensure its ongoing economic use, the building itself is not fit for purpose, requiring a number of mitigating measures to ensure it can sit comfortably and safely within its residential setting.

Whilst it is commendable that the proponent has demonstrated a sense of awareness regarding the proposal's location relative to sensitive, nearby land uses, the measures that have been adopted to mitigate the anticipated impacts at the interface are not enforceable through the planning system. The heavy reliance on personal trust, self-control, and supervision to manage behaviour are unreliable in an environment where the relevant provisions of the Planning and Design Code seek tangible measures in the form of either design solutions or locational appropriateness, neither of which are offered by this proposal.

Despite Council's objection, if the State Commission Assessment Panel is of a mind to grant approval to the proposal, it is recommended that a binding agreement is executed between the landowner and the Minister for Planning (as the *designated authority*) in the form of a Land Management Agreement (LMA) pursuant to section 193 of the *Planning, Development and Infrastructure Act 2016* to ensure the adequate management of risks. The LMA should include sufficient safeguards and conditions relating to the active supervision of participants, and the provision for on-site outdoor respite for participants at times that are cognisant of established movement patterns from the more sensitive proximate land uses.

Thank you again for the invitation for Council to make representation on this matter on the community's behalf. I would welcome the opportunity to expand on Council's written submission and make a personal representation to the State Commission Assessment Panel on the community's behalf should the opportunity present itself.

Yours sincerely

Amanda Wilson
MAYOR

Item No: 15.3

Subject: **GLENELG BEACH ACCESS POINTS PROJECT**

Date: 8 August 2023

Written By: Manager, Public Realm and Urban Design

A/General Manager: Strategy and Corporate, Ms S Wachtel

SUMMARY

Council has now completed the renewal of seven beach access points in Glenelg between the Glenelg Jetty and Robert Street, just north of the Broadway Kiosk. All seven sites are now open and accessible to the community.

The site directly north of the Glenelg Jetty now provides full wheelchair accessibility to Glenelg Beach and the Moseley Beach Club when operating.

The project consisted of the upgrade of ramps and stairways and has improved accessibility for the community. There is now a greater ability to cope with fluctuating sand and tide levels due to the designs and permeability of the material used. The new beach access infrastructure has been constructed from durable marine grade materials including a permeable high grip mesh material (Fibre Reinforced Polymer) surface that improves safety and usability for the community and reduces maintenance requirements for Council.

The project was co-funded by Council, State Government and Federal Government grant programs.

RECOMMENDATION

That Council notes the report.

STRATEGIC PLAN

Wellbeing – Our beaches and Council controlled public areas are accessible and inclusive.

COUNCIL POLICY

Not applicable

STATUTORY PROVISIONS

Not applicable

BACKGROUND

The section of the Holdfast Bay coastline between the Glenelg Jetty and The Broadway is very popular and frequented by large numbers of our community and visitors alike.

The beach access points along this section of coastline were at end-of-asset life and requiring increasing amounts of maintenance to remain accessible. Additionally, the design of the existing points made them difficult to navigate with fluctuating sand and tide levels.

In the 2022/23 budget, an allocation of \$379,000 was provided to contribute to the design and construction of the new access points. In addition, the former Liberal State Government provided a \$50,000 donation towards the construction of the new DDA compliant ramp at Glenelg Jetty. The Federal Government, through the Local Roads and Community Infrastructure (LRCI) funding program (phase 3), allocated \$235,000 towards the project also.

These funding contributions enabled Council to tender for the design and construction of all seven beach access points in one contract, rather than needing to stage the works over multiple financial years as future budgets became available. The funding also enabled Council to upgrade the picnic shelter, bench seating at one site and rectify some issues with localised surface water runoff on the coast path.

REPORT

Site works commenced in late January 2023 and were completed in July 2023.

During the construction phase, some latent site conditions were discovered at multiple sites, including unknown rock wall degradation requiring additional site interface works; and adjustments needed to footing designs due to large, submerged rocks and old decommissioned stairs. These latent conditions resulted in variations to project scope and budget requiring an additional \$54,494 to undertake these critical works. This budget overspend will be funded through off-set saving costs in the 2022/23 capital budget.

Please refer to Attachment 1 for a selection of images showing some of the upgraded sites.

Refer Attachment 1

BUDGET

No further capital budget required.

LIFE CYCLE COSTS

The use of Fibre Reinforced Polymer (FRP) material for steps and ramps outperforms similar structures made from hardwood timber and can reduce whole-of-life maintenance costs by up to 50%. Other Councils who have installed similar steps and ramps in coastal environments report the material is more durable and not prone to rot, corrosion or shrinkage.

In one location just south of Glenelg Jetty, we installed an exposed aggregate concrete viewing platform replacing the previous timber platform that was proving difficult and costly to repair. The concrete platform will have minimal lifecycle costs in comparison to the former timber decking.

Attachment 1

Selection of images showing improved beach access points

Image 1. New shelter, seating and stairs just south of Glenelg Jetty



Image 2. New DDA Beach access ramp at Glenelg Jetty



Image 3. New non-slip beach access ramp at near Robert Street (just North of the Broadway)



Item No: 15.4

Subject: **PLEC – UNDERGROUNDING POWER CABLES INVESTIGATION**

Date: 8 August 2023

Written By: Manager Engineering

General Manager: Assets and Delivery, Ms P Jackson

SUMMARY

Administration undertook a project to provide a standard framework for prioritising PLEC (Power Line Environmental Committee) proposals for funding. Six locations were reviewed against the framework to identify future prioritisation and likelihood of funding.

The projects identified in the report can be considered for prioritisation as new initiatives in future annual business planning processes.

Future PLEC opportunities can be assessed against this framework.

RECOMMENDATION

That Council notes the report.

STRATEGIC PLAN

Holdfast 2050+

Support the creation of safer places by improving the public realm

Increase our tree canopy to 16.8 per cent

COUNCIL POLICY

Not applicable

STATUTORY PROVISIONS

Not applicable

BACKGROUND

A report indicating possible priority listing of PLEC/Powerline Bundling locations with prioritisation was requested via a *Motion on Notice – PLEC/Power Bundling Locations (C101120/2116)*.

The Power Line Environment Committee (PLEC) is a committee assisting the Minister responsible for the *Electricity Act 1996* in assessing and recommending the undergrounding of overhead power lines. The PLEC scheme is designed to assist Councils to improve the appearance of a specific locality for the benefit of the general community. This is achieved through updating the local amenity following the removal of power lines. To achieve maximum benefit from the undergrounding of power lines, it is desirable to undertake improvements to other elements of the streetscape at the same time.

Costs of undergrounding are split three ways between Council, SA Power Networks and State Government (including DIT). Council is responsible for one third of the costs of an approved PLEC project for the undergrounding scope of works. This is irrespective of the category of road (Council/DIT). Streetscaping and beautification costs are 100% Council contribution.

A report has been developed providing a standard framework for prioritising PLEC proposals for funding.

Refer Attachment 1

The report also included investigation for potential Aerial Bundled Conductors/Cables (ABC) locations. ABCs are distributed power lines that are bundled together. Any ABC conversion requested by Council will be at full cost to Council including any new poles required.

REPORT

The PLEC Priority Matrix and Selection Criteria have been developed in line with the PLEC Guidelines, PLEC Charter, and PLEC Streetscaping resources. The rankings were developed in consultation with the consultant, City of Holdfast Bay and SA Power Network's PLEC representatives.

Considerations for PLEC proposals include the length of PLEC, land use zone, character and significance of the area, bushfire risk, pedestrian and vehicle movement, tourism, State and local heritage register, cultural heritage, safety, proximity to previous PLEC, streetscaping plan, native vegetation, significant/regulated trees, practicality and technical challenges. In addition to the PLEC criteria, weighting was given to tree planting opportunities and canopy expansion gained by the project.

The following six locations were reviewed against the framework to identify future prioritisation and likelihood of funding:

- Broadway, Glenelg South (Brighton Road to South Esplanade)
- Brighton Road, Glenelg/Glenelg East (Jetty Road to Pier Street)
- Moseley Street, Glenelg/Glenelg South (Jetty Road to Pier Street)
- Partridge Street, Glenelg/Glenelg South (Jetty Road to Pier Street)
- Jetty Road, Brighton (East of train line)
- Brighton Road, Seacliff (Seacombe Road to Wheatland Street)

Each location was scored against the selection criteria and recommendations were provided including likelihood of funding, opportunities/considerations to maximise benefit for each project and staging options. Indicative cost estimates were provided for each location.

Due to the high cost of these projects it was recommended that long sections can be staged to make it easier to fund.

A summary of the PLEC Priority Scores is in the table below.

Location	Size (m)	PLEC Priority Score
Moseley Street, Glenelg/Glenelg South (Jetty Road to Pier Street)	550	33
Partridge Street, Glenelg/Glenelg South (Jetty Road to Pier Street)	550	33
Broadway, Glenelg South (Brighton Road to South Esplanade)	1,000	29
Jetty Road, Brighton (East of train line)	360	28
Brighton Road, Seacliff (Seacombe Road to Wheatland Street)	150	24
Brighton Road, Glenelg/Glenelg East (Jetty Road to Pier Street)	550	23

When comparing the Council's proposed locations to similar funded and completed metropolitan projects, the PLEC priority scores over 30 are all considered to score highly and meet the selection criteria, however, scores less than 30 may still be considered for funding consideration. Consideration is also given for alignment with other Council or State Government activities such as renewal planning, strategies and masterplans to ensure maximum community benefit can be achieved from PLEC projects.

As the PLEC funding process is a competitive grant, approval of funding applications would be subject to other projects submitted to PLEC at the same time.

The projects identified in the report can be considered for prioritisation as new initiatives in future annual business planning processes.

The priority matrix and selection criteria can also be used to assess potential future PLEC projects.

BUDGET

Projects to be allocated through annual business planning process.

LIFE CYCLE COSTS

Not applicable

Attachment 1

PLEC AND ABC INVESTIGATION 2023

City of Holdfast Bay
May 2023

COMMERCIAL IN CONFIDENCE

GREENHILL

Prepared for

City of Holdfast Bay

Prepared by

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May 2023
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Allowance for these limitations must be made when applying these costs to any final budgets.

Please note that GREENHILL are not Quantity Surveyors and do not purport to have the expertise of quantity surveyors. An opinion of probable cost can only be an estimation which may vary at the time of construction. GREENHILL recommends the use of a quantity surveyor prior to finalising the construction budget.

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1. GLOSSARY

TERM	DEFINITION
ABC	Aerial Bundled Conductor
BYDA	Before You Dig Australia
BOC	Bare Overhead Conductor
HV	High Voltage
LV	Low Voltage
PLEC	Power Line Environment Committee
SAPN	SA Power Networks
O/U	Over/Under service on stobie pole
U/G	Underground assets
WSUD	Water sensitive urban design

2. INTRODUCTION

City of Holdfast Bay have commissioned this report to assist with the prioritisation of PLEC and ABC projects for the next period. The intent of the report is to provide a standard framework that will allow qualitative and quantitative assessment of proposed projects through a PLEC Priority Matrix. The PLEC Priority Matrix and Selection Criteria has been developed in line with the PLEC Guidelines, PLEC Charter, benefits of undergrounding and out of sight but not out of mind and PLEC Streetscaping resources. The rankings have been developed in consultation with City of Holdfast Bay and SA Power Networks PLEC representatives.

Council have been an active participant in the PLEC program over the 33 years through a contribution of approximately \$3.2M in Council funds to the undergrounding of powerlines. In addition, Council has allocated funding for Council streetscaping and stormwater upgrades as part of delivering this work.

Projects completed to City of Holdfast under the PLEC program to 2023 include:

- Jetty Rd/Esplanade, Brighton
- Esplanades, Holdfast Bay,
- Anzac Highway, Glenelg
- Patawalonga Frontage, Glenelg North
- Jetty Rd, Glenelg
- Burnham Rd, Kingston Park
- Colley Terrace, Glenelg
- Tapleys Hill Rd, Glenelg North,
- Augusta St, Glenelg. (Project completed - 2015/16) [refer to images below]

A key deliverable was the workshop held with key Council representatives on February 02, 2023. At this workshop, the PLEC Priority Matrix and Selection Criteria was socialised, reviewed and agreed. An output of the workshop was scoring the selection criteria for each proposed street and provide guidance to all levels of Council on “why” projects are selected.



3. WHAT IS PLEC?

Definition:

The Power Line Environment Committee (PLEC) is a committee assisting the Minister responsible for the [Electricity Act 1996](#) in assessing and recommending the undergrounding of overhead power lines. The Committee operates under a [Charter](#) assigned by the Minister in August 2000. – [Power Line Environment Committee](#)

A scheme designed to assist Councils to **improve the appearance of a specific locality** for the benefit of the general community. This is achieved through updating the local amenity following the **removal of unattractive power lines** – [Power Line Undergrounding Project Guidelines](#)

To achieve maximum benefit from the undergrounding of power lines, it is desirable to undertake improvements to other elements of the streetscape at the same time. This can include **stormwater drainage, paving, trees or other plantings, road resurfacing and possibly re-alignment**. Harmonisation of signage, fascia upgrades of commercial properties and enhancement of heritage elements are also important contributions to the desired outcome.

Councils Role:

PLEC encourages Councils to include **streetscaping** in their proposals for power line undergrounding projects. – [Benefits of Undergrounding](#)

Streetscaping plans can include **planting of trees and garden beds** (including adding to existing plantings), **upgrading of pedestrian areas** through the paving of footpaths and the **installation of coordinated street furniture** such as seating, signage (directional and commercial), bicycle racks, rubbish bins, decorative lighting and street art.

Paving of pedestrian areas and intersections of streets provides a distinct comparison between old and new. The variety of paving blocks available allows designers to incorporate coloured patterns in the paving that can be a major focus of the streetscape.

Councils may encourage upgrading facias and coordination of signage of commercial properties especially in **heritage and/or historic areas**.

Most streetscape concepts are based around a theme – such as a nautical theme at a foreshore location or a heritage theme in an older location.

Apart from the capital work that a council may do, shop owners can be encouraged to **renovate** facades, verandas and shop fronts in a manner sympathetic to the theme.

The inclusion of additional plantings is encouraged. There may be space restrictions caused by verandas and narrow footpaths, but this can be overcome with the use of planter boxes or landscaped protuberances within parking areas.

A design can include the installation of attractive **shaded seating areas or bus shelters** for convenience and to encourage the community to stop and appreciate the surroundings. It is also an opportunity to introduce soft engineering practices such as **reduction, cleaning and re-use of stormwater run-off**. – [PLEC Streetscaping booklet](#)

Council is responsible for stakeholder management, streetscaping plans, easement negotiations.

SA Power Networks Role:

SA Power Networks PLEC team manage all aspects of the undergrounding work including Project Management, design, easement documentation, tendering, approvals, procurement, construction and AS3000 conversion and compliance for impacted properties to convert from overhead to underground connection.

Process and Timelines:

Twice a year (January and July), Councils are invited to submit projects for consideration to the PLEC Committee. Councils are required to complete the PLEC Application Form (Appendix A) detailing why the specific project is important to the Council and what benefits will result for the community in that area.

Generally, projects are split between metropolitan and regional councils.

Projects can take several years to reach approval and construction stage and the more organised the Council is the more likelihood for success.

Costs:

Costs of undergrounding are split three ways between Council, SAPN and State Government (including DIT).

Council is responsible for 1/3rd of the costs of an approved PLEC project for the undergrounding scope of works. This is irrespective of the category of road (Council/DIT).

Streetscaping and beautification costs are 100% Council contribution.

4. WHAT IS ABC?

Aerial Bundled Conductors/Cables (ABCs) are distributed powerlines that are bundled together and individually isolated in the bundle, except for the neutral line. This is compared to multiple uninsulated 'bare' conductors separated by air gaps which is the default for urban areas in distribution and underground distribution in new developments.

ABCs are used where there is a high amount of vegetation nearby which in normal circumstances can prove dangerous with potential arcing with potential to start a fire. For example, it is seen in high bushfire risk areas, rural areas and in more tropical areas where vegetation is more prominent. In urban areas, they are seen as lines crossing roads to increase visual amenity compared to bare overhead conductors (BOC). They are also used as an alternative to putting the powerlines underground to decrease cost. Also, where properties have not had their supply lines undergrounded, the line is usually an ABC to the property to ensure safety but also follow AS3000 for clearances. They are also progressively being used worldwide in an effort to reduce electricity theft and to decrease losses, and put in places where there is narrow space to place powerlines.

It is important to note that ABC cannot be used for High Voltage powerline applications and is only suitable for Low Voltage applications.

Any conversion requested by Council will be at full cost to Council including any new poles required.



5. LOCATIONS CONSIDERED FOR PLEC

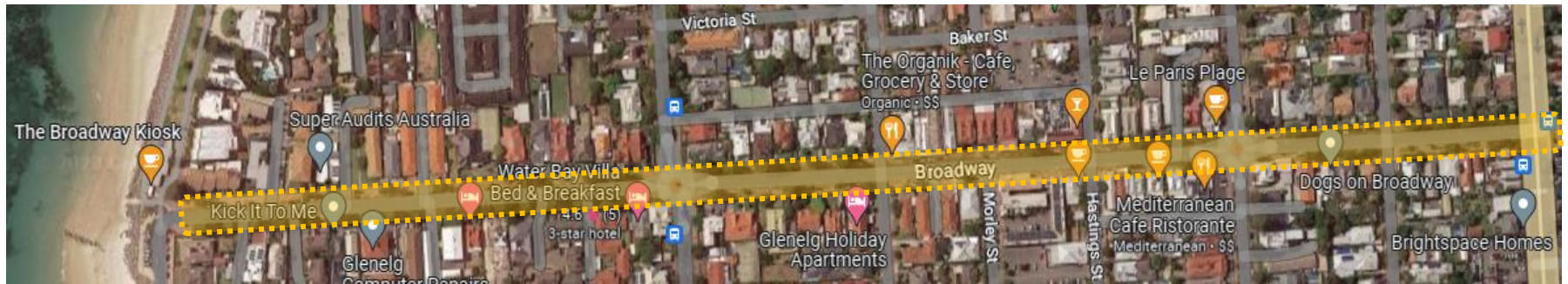
The Council carried out an initial review across all council wards and identified streets that would benefit from undergrounding and/or streetscape upgrade. Considerations include tree planting opportunities, improved traffic and pedestrian management, overall aesthetic appeal and tourism/retail.

Some locations were initially rejected as they were not likely to benefit from undergrounding (or ABC). Trees that are currently "wine-glassed" as part of SA Power Networks vegetation pruning program were identified by the council arborist as opportunity sites for either undergrounding or ABC. Moseley St. and Brighton Rd (Jetty Rd to Pier St.) were considered the worst (wine-glassed) streets and are included in the shortlisted sites below.

The six locations shortlisted by the City of Holdfast Bay for potential future PLEC or ABC projects:

- 5.1 Broadway, Glenelg South
- 5.2 Brighton Road, Glenelg/Glenelg East (Jetty Road to Pier Street)
- 5.3 Moseley Street, Glenelg/Glenelg South (Jetty Road to Pier Street)
- 5.4 Partridge Street, Glenelg/Glenelg South (Jetty Road to Pier Street)
- 5.5 Jetty Road, Brighton (East of train line)
- 5.6 Brighton Road, Seacliff (Seacombe Road to Wheatland Street)

5.1 BROADWAY, BRIGHTON RD TO ESPLANADE, GLENELG SOUTH



Overview:

For the purposes of the report, the Broadway, Glenelg South has been split into multiple stages due to the demographic changes along its length:

- Brighton Rd – Partridge St. Roundabout (including Penzance, Partridge St. intersections).
- Partridge St. Roundabout – Ramsgate St. Roundabout (including Hastings, Morley & Ramsgate St. intersections).
- Moseley St. – South Esplanade (including Moseley St. intersections and 26 Broadway driveway overhead).

Characteristics & Key Features:

- 1km long (approx.) and runs west from Brighton Rd, down to South Esplanade.
- Mainly residential to Partridge St roundabout; residential and commercial to South Esplanade.
- Two main roundabouts, intersecting with Moseley and Partridge streets.
- Thoroughfare from Brighton Road to South Esplanade.
- Family practices e.g., Glenelg Orthopedics, Thrive Family Practice.
- Building Developers e.g., Heritage Building Group, The Building Company.
- Public Art i.e. The Liddy Sea Dragon at the Organik Cafe.
- Accommodations e.g., Bay Motel Hotel, Water Bay Villa B&B.
- Restaurants, cafes e.g. The Broadway Hotel.
- Existing carparks and bicycle lanes both sides on Broadway.
- Mature Norfolk Pine trees both sides on Broadway.
- Average Daily Traffic volumes of 3,506 vehicles per day and designated a Collector Rd.

Existing Electrical Infrastructure:

Section	Location	U/G	HV	LV	ABC Road Crossing	Telco	Public Lighting
1	Brighton Rd – Partridge St. Roundabout (including Penzance, Partridge St. intersections)	✓ HV ✓ Consumer	✓	✓	✓	✓	✓
2	Partridge St. Roundabout – Ramsgate St. Roundabout (including Hastings, Morley & Ramsgate St. intersections)	✓ Consumer		✓	✓	✓	✓
3	Moseley St. – South Esplanade (including Moseley St. intersections and 26 Broadway driveway overhead.	✓ Consumer	✓	✓	✓	✓	✓

Local/State Heritage:

Research by Council has identified Broadway as having buildings of local heritage significance. These include, but are not limited to:

- 30/32 Broadway, Glenelg South (South-west corner of Broadway and Moseley St.)
- The Broadway Hotel.
- ***Individual houses dotted over the full length.***

Cultural Heritage:

Research by Council has deemed Broadway to hold cultural heritage and significance which requires environmental monitoring for appropriate conservation. Contractors are required to comply with the relevant Heritage regulations and guidelines prior to undertaking excavation works.

- Western end of Broadway (Moseley to Esplanade) - High risk
- Moseley St to Brighton Rd – Medium risk

Existing services (as per BYDA information available):

- APA SA
- City of Holdfast Bay
- Department of Environment and Water
- Mobil Refining
- NBN
- SA Water
- SAPN
- Telstra
- TPG Telecom

Streetscaping Opportunities:

The Broadway landscape character is defined by the avenue planting of Norfolk Island Pines. The mature pines were planted in approximately 1930. Succession planting should be a consideration at this time to ensure the landscape character of the street is maintained.

Streetscaping opportunities to Broadway Commercial Precinct, between Partridge Street and Ramsgate Street:

- Upgraded streetscape to increase amenity to accommodate high pedestrian volumes at local shops and businesses
- Additional street trees on both sides of the road in this location would be highly beneficial for amenity and to increase canopy coverage
- Consider streetscape upgrade such as change to road surface treatment, improved pedestrian facilities / amenities and additional built out landscaped verges to promote the local commercial precinct
- Consider opportunities to improve / expand on outdoor dining for cafes and hotels

Additional Streetscaping opportunities to Broadway (Brighton Rd to Esplanade) include:

- Infill planting from Moseley St to South Esplanade on the northern side of Broadway to reinforce landscape character and clearly define direct route to foreshore.
- Increased street tree planting would improve pedestrian and cyclist amenity and walkability to the beach.
- Consider increasing pedestrian amenity at rest points and crossings to improve safety and use experience
- Consider increasing understory planting to introduce biodiversity to the streetscape
- Consider replacement of existing compacted surface in verges to turf to provide consistency to the streetscape treatment, improve amenity, and reduce the heat island effect.
- Consider additional WSUD verge treatments to expand on the WSUD intervention at the Partridge Street roundabout

Traffic Impact Assessment:

There are minimal traffic impacts resulting from the proposed PLEC/ABC works along this section of Broadway Road given the following:

- There are no changes to the existing traffic control and/or carriageway width resulting from any potential landscaping opportunities.
- The existing traffic control devices are adequate for safe vehicular and pedestrian movements.

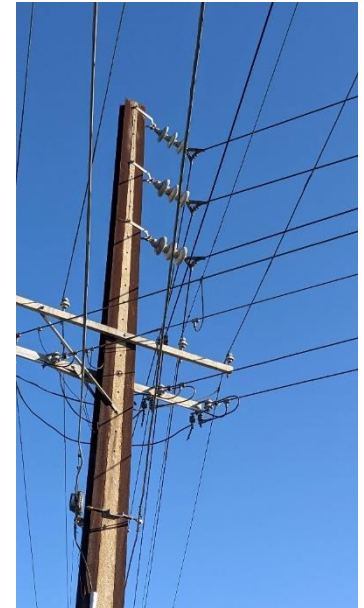
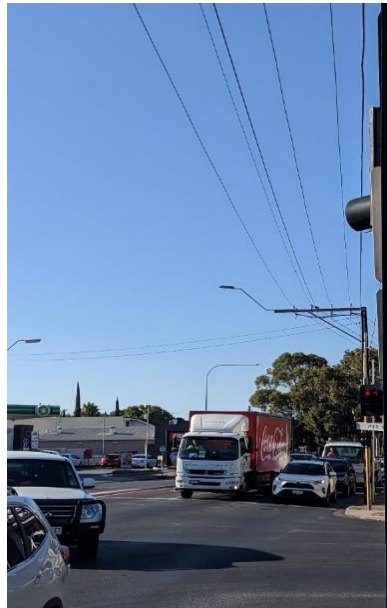
- Indented on-street car parking is available on both sides of the road to minimize impacts to traffic flow.
- Formal pedestrian crossings are also provided at key intersections and high pedestrian generator locations to enable safe crossing of the road in two stages.

PLEC Cost Estimate:

The estimated PLEC cost has been tabulated below based on standard unit costing methodology and one third contribution for undergrounding and associated consumer mains relocation:

Section	Location	Length (m)	Estimated PLEC cost (\$)	Council contribution (\$)
1	Brighton Rd – Partridge St. Roundabout (including Penzance, Partridge St. intersections)	400	1,400,000	466,666
2	Partridge St. Roundabout – Ramsgate St. Roundabout (including Hastings, Morley & Ramsgate St. intersections)	545	1,907,500	635,833
3	Moseley St. – South Esplanade (including Moseley St. intersections and 26 Broadway driveway overhead.	721	2,523,500	841,166
Total		1,666	5,831,000	1,943,666

5.2 BRIGHTON RD, JETTY RD TO PIER ST, GLENELG



Overview:

For the purposes of the report, Brighton Rd, Glenelg has been split into multiple stages due to the demographic changes along its length:

- Maxwell Tce (Jetty Rd) to Rugless Tce (including Maxwell Tce, High St, Hull St and Rugless Tce intersections)
- Rugless Tce to Diagonal Rd / Pier St including Pier St and Diagonal Rd intersections

Characteristics & Key Features:

- Approx. 7km down south from Jetty Rd to Pier St.
- Arterial DIT Road recognised as an important public transport corridor as per DIT [Brighton Road – Road Management Plan](#).
- DIT Brighton Rd Master Plan 2023 is currently being developed and will form the basis for future PLEC undergrounding opportunities.
- PLEC undergrounded the section of Brighton Rd from Anzac Highway to Jetty Rd, Glenelg. Council now plans to underground the 550m section from Jetty Rd to Pier St.
- Mostly residential along with some commercial properties on eastern end.
- High traffic volumes; thoroughfare to Brighton Beach for recreational cyclists.
- Primary school key features on eastern side.
- Accommodations, hotels e.g., Holdfast, The Holdy.
- Religious centres e.g., St. Paul's Lutheran Church.
- Tourism, public venues e.g., Tram line opposite Jetty Rd, Glenelg Primary School.
- Sports centres, recreational facilities e.g., ACH Group Stadium, Glenelg Cricket Ground.
- Mix of commercial, car yard and residential with the Holdy Hotel on the corner of Pier St. on western end.
- Average Daily Traffic volumes of 43,600 vehicles per day and designated an Arterial Rd.

Existing Electrical Infrastructure:

Section	Location	U/G	HV	LV	ABC Road Crossing	Telco	Public Lighting
1	Maxwell Tce (Jetty Rd) to Rugless Tce (including Maxwell Tce, High St, Hull St and Rugless Tce intersections)		✓	✓	✓	✓	✓
2	Rugless Tce to Diagonal Rd / Pier St including Pier St and Diagonal Rd intersections		✓	✓	✓	✓	✓

Local / State Heritage:

Research by Council has identified Brighton Rd as having buildings of local heritage significance. These include, but are not limited to:

- St. Lutheran Church
- The Holdy Hotel
- ACH Group Stadium
- ***Individual houses dotted over the full length***

Cultural Heritage:

Research by Council has deemed Brighton Road to hold cultural heritage and significance which requires environmental monitoring for appropriate conservation. Contractors are required to comply with the relevant Heritage regulations and guidelines prior to undertaking excavation works.

- Western end of Brighton Road – Medium risk

Existing services (as per BYDA information available):

- APA SA
- City of Holdfast Bay
- NBN
- Nextgen (SA)
- Optus
- SA Water
- SAPN
- Telstra
- TPG Telecom

Streetscaping Opportunities:

This section of Brighton Road features established Plane trees at reasonably regular intervals on both sides of the road and a stand of Eucalyptus trees, from Rugless Terrace to Diagonal Road, to the oval car park interface. The road carries a high volume of traffic and is an inhospitable pedestrian environment with limited crossing opportunities and minimal limited understory vegetation.

Streetscaping opportunities to Brighton Road (Jetty Road to Pier St) include:

- Infill planting to the western verge; Plane trees if PLEC is approved, otherwise small street trees suitable to be planted under powerlines (refer to SPN guidelines)
- Increased street tree planting would improve pedestrian and cyclist amenity and road user travel experience
- Consider adding understory planting to introduce biodiversity to the streetscape
- Consider increasing pedestrian amenity by adding rest points and crossings (if possible) to improve safety and use experience

Traffic Impact Assessment:

There are minor traffic impacts resulting from the proposed PLEC/ABC works along this section of Brighton Road given the following:

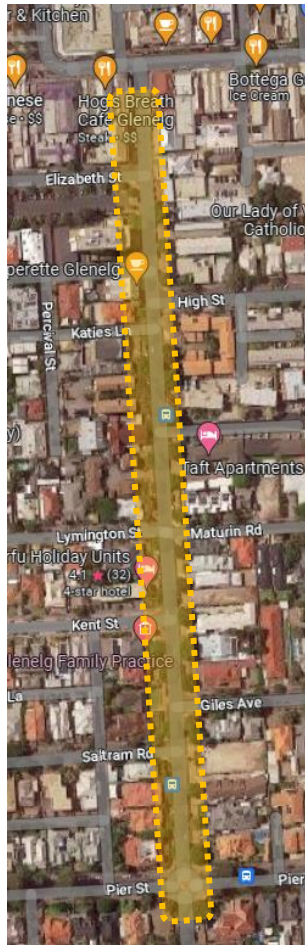
- There are additional pedestrian crossing points resulting from the potential landscaping opportunities above.
 - Crossing point opportunities lie within existing central medians and will not impact the carriageway width.
 - Would increase safety to pedestrians with shelter from vehicle traffic provided within the central median.
- The existing traffic control devices include two pedestrian actuated crossings present at either end of this stretch of road and a single pedestrian refuge provided between High Street and Yuill Street. There is a stretch of approximately 360m without a crossing point along this section of Brighton Road.
- Bicycle lanes are available on both sides of the road to minimize impacts to traffic flow.

PLEC Cost Estimate:

The estimated PLEC cost has been tabulated below based on standard unit costing methodology and one third contribution for undergrounding and associated consumer mains relocation:

Section	Location	Length (m)	Estimated PLEC cost (\$)	Council contribution (\$)
1	Maxwell Tce (Jetty Rd) to Rugless Tce (including Maxwell Tce, High St, Hull St and Rugless Tce intersections)	450	1,575,000	525,000
2	Rugless Tce to Diagonal Rd / Pier St including Pier St and Diagonal Rd intersections	520	1,820,000	606,666
Total		970	3,395,000	1,131,666

5.3 MOSELEY ST, JETTY RD TO PIER ST, GLENELG SOUTH



Overview:

For the purposes of the report, Mosley St, Glenelg has been split into multiple stages due to the demographic changes along its length:

- Jetty Rd to High St (including Elizabeth St, College St and High St intersections)
- High St to Kent St (including Lymington St, Murtin Rd and Kent St intersections)
- Kent St to Pier St (including Giles Ave, Saltram Rd and Pier St intersections)

Characteristics & Key Features:

- Runs north to south from Jetty Rd Glenelg through to Tarlton Street / Boundary Rd intersection.
- PLEC undergrounded Jetty Rd, Glenelg including the intersection with Mosley St.
- Commercial businesses and accommodation at the northern end, Jetty Rd.
- Majority of properties are residential with Glenelg Medical Practice and holiday rentals heading further south from High Street.
- Public Transport/bus stops available.
- Cyclists utilise Moseley St. for commuting through to Broadway and the Esplanade.
- Average Daily Traffic volumes of 6,701 vehicles per day and designated a Collector Rd.

Existing Overhead Infrastructure:

Section	Location	U/G	HV	LV	ABC Road Crossing	Telco	Public Lighting
1	Jetty Rd to High St (including Elizabeth St, College St and High St intersections)	✓ PLEC	✓	✓	✓	✓	✓
2	High St to Kent St (including Lymington St, Murtin Rd and Kent St intersections)		✓	✓	✓	✓	✓
3	Kent St to Pier St (including Giles Ave, Saltram Rd and Pier St intersections)		✓	✓	✓	✓	✓

Local/State Heritage:

Research by Council has identified Moseley St to have local heritage sites. These include Alexandra Terrace at the Jetty Rd end and various properties dotted along the length.

Cultural Heritage:

Research by Council has deemed Moseley St. to hold cultural heritage and significance which requires environmental monitoring for appropriate conservation. Contractors are required to comply with the relevant Heritage regulations and guidelines prior to undertaking excavation works.

- Moseley St., Glenelg (Jetty Rd to Pier St) – Medium risk
- Moseley St., Glenelg (Hetty Rd to Katies Lane) – Medium risk

Existing services (as per BYDA information available):

- APA SA
- City of Holdfast Bay
- Optus
- SA Water
- SAPN
- Telstra
- TPG Telecom

Streetscaping Opportunities:

Moseley Street features a shaded avenue of Mediterranean Oaks (*Quercus Ilex*), a very long-lived species, planted in 1942. The street was home to very early residential development and was also utilised for rail and tram operations for a short time. Plane trees in WSUD garden beds have recently been added to the commercial end of the street, at the Jetty St interface.

Streetscaping opportunities to Moseley St (Jetty Rd to Pier St) include:

- Infill street tree planting at key locations to support existing street tree planting and maximise canopy coverage of green corridor.
- Consider additional WSUD verge treatments to expand on the WSUD interventions at the Jetty Street intersection.
- Consider upgrading footpath surfaces in the commercial zones.
- Consider opportunities to improve / expand on outdoor dining.
- Consider increasing pedestrian amenity by adding rest points and upgrading bus stops to improve safety and use experience.
- Consider adding understory planting to introduce biodiversity to the streetscape.

Traffic Impact Assessment:

There are minimal traffic impacts resulting from the proposed PLEC/ABC works along this section of Moseley Street given the following:

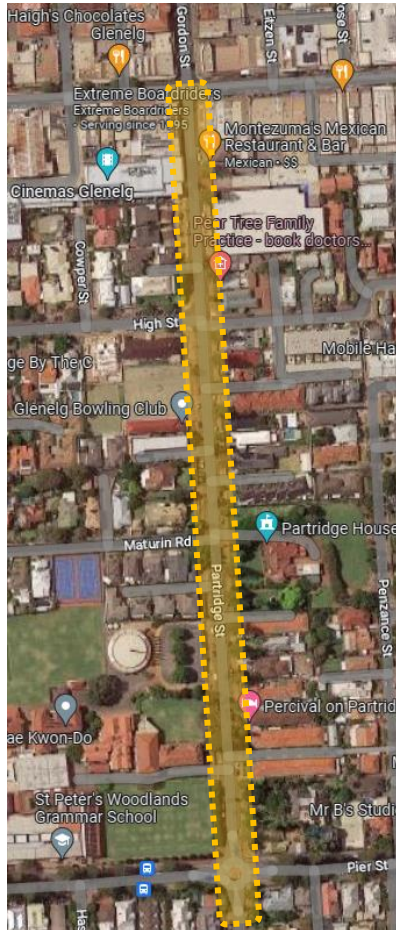
- There are no changes to the existing traffic control and/or carriageway width resulting from any potential landscaping opportunities.
- The existing traffic control devices are adequate for safe vehicular and pedestrian movements.
- Indented on-street car parking is available on both sides of the road to minimize impacts to traffic flow.

PLEC Cost Estimate:

The estimated PLEC cost has been tabulated below based on standard unit costing methodology and one third contribution for undergrounding and associated consumer mains relocation:

Section	Location	Length (m)	Estimated PLEC cost (\$)	Council contribution (\$)
1	Jetty Rd to High St (including Elizabeth St, College St and High St intersections)	240	840,000	280,000
2	High St to Kent St (including Lymington St, Murtin Rd and Kent St intersections)	400	1,400,000	466,666
3	Kent St to Pier St (including Giles Ave, Saltram Rd and Pier St intersections)	520	1,820,000	606,666
Total		1,160	4,060,000	1,353,333

5.4 PARTRIDGE ST, JETTY RD TO PIER ST, GLENELG SOUTH



Overview:

For the purposes of the report, Partridge St, Glenelg has been split into multiple stages due to the demographic changes along its length:

- Jetty Rd to High St. (including High St. intersection)
- High St. to Pier St. (including Maturin intersection)
- Pier St. intersection works

Characteristics & Key Features:

- Runs north to south from Jetty Rd Glenelg to Boundary Rd roundabout.
- PLEC undergrounded Jetty Rd, Glenelg including the intersection with Partridge St.
- Council plan to underground the Jetty Rd to Pier St section.
- Partridge Street is used as a traffic thoroughfare for Brighton Rd and provides access to sites.
- Mix of commercial, businesses with high rise carparks on both east and west on Jetty St.
- Remaining properties mostly residential south end of Partridge St.
- Key features include Partridge House, Glenelg bowling club and St. Peters Woodlands.
- Pedestrian crossings in front of the St. Peters Woodlands.
- Single lane with ample street parking.
- No public transport (bus routes).
- Existing mature Norfolk Pine trees both sides of Partridge St.
- Average Daily Traffic volumes of 9,595 vehicles per day and designated a Collector Rd.

Existing Electrical Infrastructure:

Local/State Heritage:

Research by Council has identified Partridge St to have local heritage sites. This includes key sites such as Partridge house

Section	Location	U/G	HV	LV	ABC Road Crossing	Telco	Public Lighting
1	Jetty Rd to High St. (including High St. intersection)	✓ PLEC	✓	✓	✓	✓	✓
2	High St. to Pier St. (including Maturin intersection)	✓ HV	✓ High St	✓	✓	✓	✓
3	Pier St intersection works			✓	✓	✓	✓

and St Peters Woodlands school and various properties dotted along the length.

Cultural Heritage:

Research by Council has deemed Partridge St. to hold cultural heritage and significance which requires environmental monitoring for appropriate conservation. Contractors are required to comply with the relevant Heritage regulations and guidelines prior to undertaking excavation works.

- Partridge St. (Jetty Rd to Pier St) – Medium risk

Existing services (as per BYDA information available):

- APA SA
- City of Holdfast Bay
- NBN
- Nextgen (SA)
- Optus
- SA Water
- SAPN
- Telstra
- TPG Telecom

Streetscaping Opportunities:

The Partridge Street landscape character is defined by the avenue planting of Norfolk Island Pines. The mature pines were planted from 1925 to 1931. Succession planting should be a consideration at this time to ensure the landscape character of the street is maintained.

Streetscaping opportunities to Partridge St (Jetty Rd to Pier St) include:

- Infill street tree planting at key locations to support existing street tree planting and recent succession planting
- Consider additional WSUD verge treatments (road buildouts) to expand on the WSUD interventions at Jetty Street and Pier Street intersections and to improve visual amenity and safety at footpath and street tree interface where trees are in the road
- Consider increasing pedestrian amenity by adding rest points and upgrading bus stops to improve safety and use experience.
- Consider adding understory planting to introduce biodiversity to the streetscape
- Pedestrian traffic at drop-off and pick-up.

Traffic Impact Assessment:

There are minimal traffic impacts resulting from the proposed PLEC/ABC works along this section of Partridge Street given the following:

- There are no changes to the existing traffic control and/or carriageway width resulting from any potential landscaping opportunities.
- The existing traffic control devices are adequate for safe vehicular and pedestrian movements.
- Indented on-street car parking is available on both sides of the road to minimize impacts to traffic flow.
- Formal pedestrian crossings are also provided at key intersections and high pedestrian generator locations to enable safe crossing of the road.

PLEC Cost Estimate:

The estimated PLEC cost has been tabulated below based on standard unit costing methodology and one third contribution for undergrounding and associated consumer mains relocation:

Section	Location	Length (m)	Estimated PLEC cost (\$)	Council contribution (\$)
1	Jetty Rd to High St. (including High St. intersection)	260	910,000	303,333
2	High St. to Pier St. (including Maturin intersection)	490	1,715,000	571,666
3	Pier St intersection works	120	420,000	140,000
Total		870	3,045,000	1,015,000

5.5 JETTY RD, BRIGHTON (END OF EXITING PLEC AT TRAIN LINE TO BRIGHTON RD)



Overview:

To determine the likely full extent of the works on Jetty Road, Brighton and adjacent side streets the report has been split into three sections consisting of:

- Brighton Rd to Western side of The Crescent (full length)
- Torr Ave / Commercial Rd intersection (approx. 100m)
- The Crescent / Cedar Ave intersection (approx. 40m)

Characteristics & Key Features:

- Jetty Rd runs from Brighton Rd to the Esplanade and includes the previously PLEC undergrounded section from the Esplanade to the Crescent.
- Council is proposing to PLEC from the Brighton Rd, Brighton intersection to The Crescent / Cedar Rd intersection and current terminal pole.
- Seacliff rail line/crossing runs north to south.
- Key features include the Holdfast Bay Council Chambers on the northern side.
- Mainly commercial properties close to Brighton Rd, residential through to Council Chambers and through to train line.
- Brighton Health and well-being centres corner of Commercial St.
- Significant gum tree(s) on the southern side, Brighton Rd. Other mixed tree species also present.
- Public transport available.
- Average Daily Traffic volumes of 9,921 vehicles per day and designated a Collector Rd.

Existing Overhead Infrastructure:

Local/State Heritage:

Research by Council has identified Jetty St, Brighton to consist of State and Local heritage site(s).

Section	Location	U/G	HV	LV	ABC Road Crossing	Telco	Public Lighting
1	Brighton Rd to Western side of The Crescent	✓HV	✓	✓	✓	✓	✓
2	Torr Ave / Commercial Rd intersection		✓	✓	✓	✓	✓
3	The Crescent / Cedar Ave intersection	✓ Rail	✓	✓	✓	✓	✓

This includes key sites such as the Municipal building and various properties dotted along the length.

Cultural Heritage:

Research by Council has deemed no Cultural Heritage in this area.

Existing services (as per BYDA information available):

- APA SA
- City of Holdfast Bay
- Mobil Refining Adelaide Pty Ltd.
- NBN
- Nextgen (SA)
- Optus
- SA Water
- SAPN

- Telstra
- TPG Telecom
- Vocus (SABRENet)

Streetscaping Opportunities:

Jetty Road, Brighton, is characterised by avenue planting of Queensland Box (*Lophostemon confertus*) and features a large remnant *Eucalyptus camaldulensis*. The southern verge trees are large and offer good canopy coverage and shade. The northern side verge planting is generally much smaller as they interface with the electrical infrastructure.

Streetscaping opportunities to Jetty Road, Brighton include:

- Infill street tree planting, especially to the northern verge, to support existing street tree planting
- Existing trees in the northern verge may grow to match the southern side if their growth is no longer inhibited.
- Additional street tree planting would provide increased amenity to Civic Centre frontage and on street carparking areas
- Consider adding additional understory planting to introduce biodiversity to the streetscape
- Consider WSUD verge treatments
- Consider increasing pedestrian amenity by adding rest points and upgrading bus stops to improve safety and use experience.

Traffic Impact Assessment:

There are minimal traffic impacts resulting from the proposed PLEC/ABC works along this section of Jetty Road given the following:

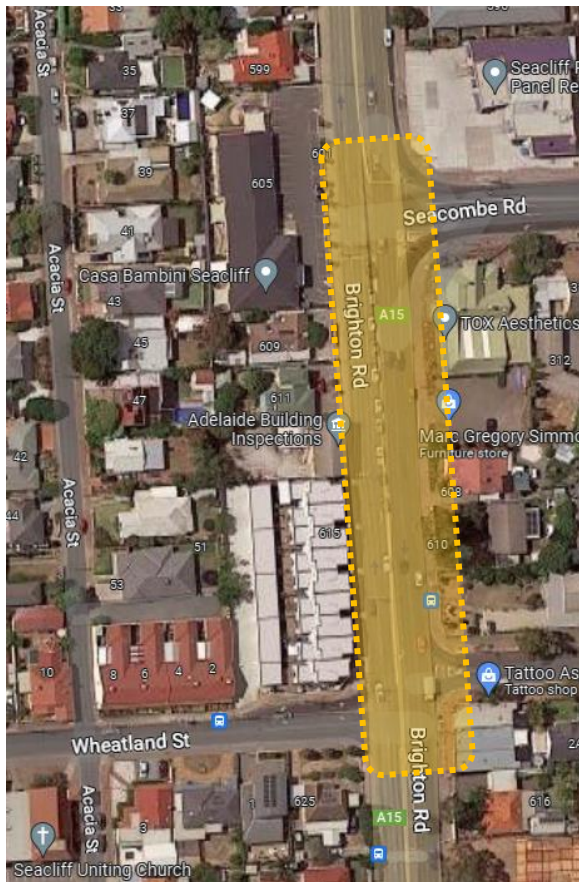
- There are no changes to the existing traffic control and/or carriageway width resulting from any potential landscaping opportunities.
- The existing traffic control devices are adequate for safe vehicular and pedestrian movements.
- Indented on-street car parking is available on both sides of the road to minimize impacts to traffic flow.
- Formal pedestrian crossings are also provided at key intersections and high pedestrian generator locations to enable safe crossing of the road in two stages.

PLEC Cost Estimate:

The estimated PLEC cost has been tabulated below based on standard unit costing methodology and one third contribution for undergrounding and associated consumer mains relocation:

Section	Location	Length (m)	Estimated PLEC cost (\$)	Council contribution (\$)
1	Brighton Rd to Western side of The Crescent	400	1,400,000	466,666
2	Torr Ave / Commercial Rd intersection	100	350,000	116,666
3	The Crescent / Cedar Ave intersection	70	245,000	81,666
Total		570	1,995,000	665,000

5.6 BRIGHTON RD, SEACOMBE RD TO WHEATLAND AVE, SEACLIFF



Overview:

It is recommended that Council consider Brighton Road, Seacombe Rd to Wheatland Avenue, Seacliff as one stage due to negligible demographic changes along its length.

Characteristics & Key Features:

- Runs approximately 200m down south from Seacombe Rd to Wheatland St.
- Mostly commercial properties at the intersections with a mix of residential properties i.e., 615 Brighton Road, Seacliff.
- High traffic volumes; thoroughfare for vehicular transport/cyclists.
- Key Features include Casa Bambini Early Education Centre, The Property Experts & Seacliff Paint & Panel at the intersection.
- Religious centre i.e., All Saints Seacliff Anglican Church.
- Little to no trees or roadside vegetation available in this section.
- Public transport available.
- Average Daily Traffic volumes of 38,400 vehicles per day and designated an Arterial Rd.

Existing Electrical Infrastructure:

Section	Location	U/G	HV	LV	ABC Road Crossing	Telco	Public Lighting
1	Brighton Road, Seacombe Rd to Wheatland Avenue		✓	✓	✓	✓	✓

Local/State Heritage:

Research by Council has deemed no local/state heritage in this area.

Cultural Heritage:

Research by Council has deemed no cultural heritage in this area.

Existing services (as per BYDA information available):

- APA SA
- City of Holdfast Bay
- NBN
- Optus
- SA Water
- SAPN
- Telstra
- TPG Telecom

Streetscaping Opportunities:

This section of Brighton Road features one remnant Eucalyptus tree and no other street trees or understory vegetation. The road carries a high volume of traffic and is an inhospitable pedestrian environment with limited crossing opportunities.

Streetscaping opportunities to Brighton Road (Seacombe Road to Wheatland Ave) include:

- Consider planting regular street trees to provide amenity, shade, landscape character, canopy coverage and biodiversity.
- Street tree planting would improve pedestrian and cyclist amenity and road user travel experience
- Consider adding understory planting to introduce biodiversity to the streetscape
- Consider increasing pedestrian amenity by adding rest points to improve safety and use experience

Traffic Impact Assessment:

There are minimal traffic impacts resulting from the proposed PLEC/ABC works along this section of Brighton Road given the following:

- There are no changes to the existing traffic control and/or carriageway width resulting from any potential landscaping opportunities.
- The existing traffic control devices are adequate for safe vehicular and pedestrian movements.
- Dedicated left right-hand turn lanes provided at intersections to improve traffic flow.
- Formal pedestrian crossings are also provided at key intersections.

PLEC Cost Estimate:

Section	Location	Length (m)	Estimated PLEC cost (\$)	Council contribution (\$)
1	Brighton Road, Seacombe Rd to Wheatland Avenue	200	700,000	233,333
Total		200	700,000	233,333

6. PRIORITISATION MATRIX

The PLEC Priority Matrix and Selection Criteria has been developed in line with the PLEC Guidelines, PLEC Charter, benefits of undergrounding and out of sight but not out of mind and PLEC Streetscaping resources. The rankings have been developed in consultation with City of Holdfast Bay and SA Power Networks PLEC representatives.

7. PLEC PRIORITY RANKINGS

During the workshop held with key Council representatives on February 02 2023, a key deliverable was scoring the sites against the PLEC Selection Criteria with the scores summarized in the table below:

PLEC Priority Rankings			
Location	Size of PLEC (m) Overhead mains to be removed	PLEC Priority Score	Notes / Comments
Broadway, Glenelg South	1000	29	Opportunity for ABC conversion due to limited HV
Brighton Rd, (Jetty Rd to Pier St)	550	23	
Moseley Rd, (Jetty Rd to Pier St)	550	33	
Partridge St, (Jetty Rd to Pier St)	550	33	Opportunity for ABC conversion due to limited HV
Jetty Rd, Brighton (east of train line)	360	28	
Brighton Rd, Seacliff (Seacombe Rd to Wheatland St)	150	24	
Augusta St, Glenelg (DurhamSt to Henry St)	970	33	\$3.2M PLEC Funding (2013) ¹
Jetty Rd, Largs Bay (Military Rd to Esplanade)	460	35	\$1,177M PLEC Funding (2018) ¹
Military Rd, Henley Beach Stage 1 and 2 (North St to Kent St)	750	36	\$5,962M PLEC Funding (2021) ¹
Church St, Pt Adelaide (Dale St to Old Port Rd)	312	32	\$1,251M PLEC Funding (2022) ¹
Jeffcott St, North Adelaide (Wellington Square to Barton Tce West)	526	31	\$1.508M PLEC Funding (2017) ¹
1. Sourced from PLEC Annual Reports. Cost in \$Year. No appreciation to \$2023.			

Key Notes:

- The PLEC Selection Criteria has been developed to provide a qualitative comparison tool of key features considered by the PLEC Committee in the selection of suitable projects for undergrounding as part of the PLEC Program.
- A three-tier ranking methodology has been developed to provide a quantitative assessment tool to compare the key features of each site against the Selection Criteria.
- The outcome is a ranking system that allows the Council to understand how PLEC Committee may view each of the sites and allows Council to progress sites with a higher likelihood of success.
- The column headings highlighted in green have been specifically included to allow Council to weight a proposed project where it is of particular interest (political, environmental, cultural, etc.)
- ABC rankings have also been developed as an option to undergrounding. However, it should be noted that replacing Bare Overhead Conductors with ABC will be at full cost to Council including the upgrading of any poles.
- In the table above, Council have identified that there are limited options for ABC conversion on Broadway and Partridge St. due to negligible existing HV overhead infrastructure.
- 5 completed metro projects with similar demographics and site conditions have been selected for comparison against the council PLEC projects under consideration:
 - The PLEC priority score shows that several of the council projects would be considered favourably by the PLEC committee when compared with completed metro projects.
 - Priority scores less than 30 may still be considered for undergrounding but would be subject to other projects presented for consideration to the PLEC committee.

8. RECOMMENDATIONS

Moseley Street, Glenelg/Glenelg South (Jetty Road to Pier Street)

- It is recommended that Moseley St be considered for PLEC funding as it meets selection criteria and scores highly compared with similar metro completed projects.
- Council is currently developing a master plan for Jetty Rd and Moseley St intersection. It is recommended that Council consider splitting Moseley St into multiple stages due to the length and demographic changes along its length. The Jetty Rd end to High St is mainly commercial and could be delivered with the Council works and would likely be supported by the PLEC committee.
- Infill street tree planting at key locations to support existing street tree planting and maximise canopy coverage of green corridor.
- Easements for SAPN HV infrastructure (transformers, switching cubicles) will be required and are likely to include roadside verges, garden beds, car parks.

Partridge Street, Glenelg/Glenelg South (Jetty Road to Pier Street)

- It is recommended that Partridge St be considered for PLEC funding as it meets selection criteria and scores highly compared with similar metro completed projects.
- Partridge House and St Peters Woodlands schools are of heritage significance. School zones and the bowling club create opportunities in the streetscape design to improve traffic flow and parking.
- Infill street tree planting at key locations to support existing street tree planting and recent succession planting.
- Easements for SAPN HV infrastructure (transformers, switching cubicles) will be required and are likely to include roadside verges, garden beds, car parks and could include private arrangements with Glenelg Bowling Club and / or 23 Partridge St apartments. A high voltage switching cubicle will be required adjacent High Street. Possible locations include bowling club, adjacent Aspire Physiotherapy or in High St.
- Council have identified that there are limited options for ABC conversion on Partridge St due to the limited amount of HV overhead infrastructure.

Broadway, Glenelg South:

- It is recommended that Council consider splitting the Broadway into multiple stages due to the length and demographic changes along its length.
- It is recommended that Broadway St be considered for PLEC funding as it meets selection criteria and scores highly compared with similar metro completed projects. Undergrounding of the section from Partridge St to Ramsgate St would include all business, café and restaurants and would likely be supported by PLEC Committee.
- The section from Esplanade to Ramsgate would extend the appeal to the beach and would likely be supported by the PLEC Committee. Jetty Rd to Broadway via Moseley St is a cyclist thoroughfare and may provide an opportunity to extend the Moseley St (Jetty Rd to Pier St) to Broadway PLEC project.
- The eastern end from Brighton Rd to Ramsgate is mainly residential and does not have significant PLEC justification.
- There are limited opportunities for additional trees due to the age and maturity of the Norfolk Pines trees.
- Easements for SAPN HV infrastructure (transformers, switching cubicles) will be required and are likely to include roadside verges, garden beds, car parks.
- Council have identified that there are limited options for ABC conversion on The Broadway due to the limited amount of HV overhead infrastructure.

Jetty Road, Brighton (end of exiting PLEC at train line to Brighton Rd)

- This section of Jetty St, Brighton would likely be supported by the PLEC Committee due to it being an extension of the previous Jetty Rd PLEC program.
- It provides a gateway from Brighton Rd, past the heritage listed municipal offices to the café strip, esplanade and beach.
- Infill street tree planting, especially to the northern verge, to support existing street tree planting.
- Easements for SAPN HV infrastructure (transformers, switching cubicles) will be required and are likely to include roadside verges, garden beds, car parks.

Brighton Road, Seacliff (Seacombe Road to Wheatland Street)

- It is unlikely that the PLEC Committee would support a Council initiated PLEC funding application for undergrounding this section of Brighton Rd. However, if undergrounding forms part of the DIT Brighton Rd Master Plan, then this would ultimately benefit the community. It is recommended that Council seek a copy of the DIT initiated Brighton Rd Master Plan to understand DIT priorities and plans.
- Consider planting regular street trees to provide amenity, shade, landscape character, canopy coverage and biodiversity.
- Street tree planting would improve pedestrian and cyclist amenity and road user travel experience.

Brighton Road, Glenelg/Glenelg East (Jetty Road to Pier Street)

- The PLEC Committee may support a PLEC funding application for undergrounding this section of Brighton Rd. However, this report does not consider Brighton Road (Jetty Rd to Pier St) would add considerable value to council in terms of aesthetic appeal for residents. It is recommended that Council seek a copy of the DIT initiated Brighton Rd Master Plan to understand DIT priorities and plans.
- Brighton Rd from Jetty Rd to Pier Street has key features on the eastern side of access to the tram stop on Maxwell Tce, St Paul's Lutheran Church, ACH Group Stadium, Glenelg Primary School while the western side has commercial at the Jetty St end, mainly residential with limited PLEC value.
- Subject to the outcomes from the DIT, Brighton Road Master Plan it is expected that the PLEC committee would support undergrounding of this section of Brighton Rd. However, Council should consider the economic benefits to the community for an area that has high traffic volumes daily, but pedestrian traffic only on ACH Group Stadium event days.
- Infill planting to the western verge; Plane trees if PLEC is approved, otherwise small street trees suitable to be planted under powerlines (refer to SPN guidelines)
- Increased street tree planting would improve pedestrian and cyclist amenity and road user travel experience.
- There are limited opportunities for additional trees due to the age and maturity of the Norfolk Pines trees.
- Easements for SAPN HV infrastructure (transformers, switching cubicles) will be required and are likely to include roadside verges, garden beds, car parks.

9. APPENDICES

9.1 PLEC FUNDING APPLICATION FORM

Government of South Australia
Department for Energy and Mining

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PLEC FUNDING APPLICATION FORM

Please read the [PLEC Charter and Guideline](#) document for details about the PLEC funding and submission criteria prior to lodging your application.

Applicant Details

Council Name			
Applicant Name			
Organisation			
Position/Title			
Contact Address			
	Suburb	State	Postcode
Phone	Mobile:		
Email			

Project Proposal Details

Council Area(s)			
Location(s) for undergrounding powerlines			
Will standard lighting be used or other – please specify?			
Estimated Cost	\$		
Council's in-kind contribution	Describe details below	Amount	
		\$	
		\$	
		\$	
Proposed time frame/ start date			
Is there any heritage listed impact?	Specify details here and indicate rating with an "x"	High X	Medium Low

PLEC FUNDING APPLICATION FORM | Record Id: 20220017029

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Government of South Australia
Department for Energy and Mining

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PLEC FUNDING APPLICATION FORM

Is there any road safety issues/ assessment?	Specify details here and indicate rating with an "x"	High X	Medium Low
Is there any impact to businesses?	Specify details here and indicate rating with an "x"	High X	Medium Low
Is there any impact to tourism activity?	Specify details here and indicate rating with an "x"	High X	Medium Low
Is there any impact to native fauna/ flora in the area?	Specify details here and indicate rating with an "x"	High X	Medium Low
Please detail how your project proposal will benefit the community in the area.			
Please attach a concept and streetscape plan (if applicable)	YES/ NO		

Insert aerial/ site photos here (or reference file name if attaching as separate document)

PLEC FUNDING APPLICATION FORM | Record Id: 20220017029

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Government of South Australia
Department for Energy and Mining

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PLEC FUNDING APPLICATION FORM

Additional Information/ Comments

Please specify any other relevant details here

Please return your completed application form to:
Executive Officer, PLEC
Email: PLEC@sa.gov.au or Reinhard.Struve@sa.gov.au
Mail: GPO Box 320
Adelaide SA 5001
For further enquiries, please contact the Executive Officer, PLEC on telephone: (08) 8429 3306

PLEC FUNDING APPLICATION FORM | Record Id: 20220017029

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10. REFERENCES

1. [Electricity Act 1996](#)
2. [Charter](#)
3. [Power Line Environment Committee](#)
4. [Power Line Undergrounding Project Guidelines](#)
5. [Benefits of Undergrounding](#)
6. [PLEC Streetscaping booklet](#)
7. [Brighton Road – Road Management Plan](#)

Item No: 15.5

Subject: **ADELAIDE COASTAL COUNCILS NETWORK**

Date: 8 August 2023

Written By: Team Leader, Environment and Coast

General Manager: Assets and Delivery, Ms P Jackson

SUMMARY

The newly formed Adelaide Coastal Councils Network was created this year after a two year governance review of the former Metropolitan Seaside Councils Committee.

This report is an update on its activities.

RECOMMENDATION

That Council notes the report.

STRATEGIC PLAN

Holdfast 2050+ Vision: Protecting our heritage and beautiful Environment coast Strategy:
Continue participation in the Metropolitan Seaside Councils Committee

COUNCIL POLICY

Not applicable

STATUTORY PROVISIONS

Not applicable

BACKGROUND

In 2022, Council endorsed (motion C230822/7215) the new governance model for the Adelaide Coastal Councils Network (ACCN). In January 2023, Council approved the nomination of Councillor Smedley to act as Council's delegate on the ACCN for the term of Council and appointed the Team Leader Environment and Coast to act as Council's staff delegate on the ACCN.

REPORT

The purpose of the ACCN is to coordinate actions and provide for advocacy on issues of regional significance regarding the sustainability of the urban coastal environment.

In 2022/23, Council invested \$5,000 to support the start of the ACCN and in 2023/24 Council committed to ongoing funding of \$10,000 per year (motion C230822/7215).

The LGASA hosts the Network and employed a part-time Executive Officer earlier in 2023. This is the first time in more than 50 years that this group of councils has had Executive Officer support, which will substantially increase the capacity of the Network to function more effectively and efficiently.

The ACCN has held two formal meetings so far in 2023, coupled with meetings of the council technical officers who provide support to the Elected Members. All seven member Councils (Salisbury, Port Adelaide Enfield, Charles Sturt, West Torrens, Holdfast Bay, Marion and Onkaparinga) have been active participants in the ACCN.

There have also been two successful strategic planning sessions, the outcomes of which include a draft strategic plan framework for the ACCN.

Refer Attachment 1

The new vision for the ACCN is: *In 2050 Adelaide's coastline is beautiful, healthy, resilient, cared for and enjoyed by all.* The new mission for the AACN is: *The ACCN will lead, influence, communicate, learn and work together with agencies and stakeholders to ensure that evidence-based and prioritised action is undertaken.*

The collaboration between the member councils is already reaping benefits and the model of both Elected Members and technical staff being members of the ACCN is proving successful.

The Executive Officer began liaising with coastal stakeholders soon after their appointment and these bodies (including the Department for Environment and Water, the Coast Protection Board, Green Adelaide, the SA Coastal Councils Alliance) will all be invited to attend ACCN meetings.

The ACCN now has an active website, hosted by the LGASA:
<https://www.lga.sa.gov.au/about/lga-meetings/adelaide-coastal-councils-network>

The new SA Climate Ready Coasts program, funded by the Commonwealth Government, will provide great opportunities for information sharing and capacity building across the local government sector, and the Executive Officer's role on the Program Management Group for this Program will prove invaluable.

BUDGET

\$10,000 per annum, in approved budget.

LIFE CYCLE COSTS

Not applicable

Attachment 1

Adelaide Coastal Council Network

DRAFT Strategic Framework 2023-2028

Adelaide Coastal Council Network

Vision

In 2050 Adelaide's coastline is beautiful, healthy, resilient, cared-for and enjoyed by all



Beautiful



Healthy



Resilient



Cared-for



Enjoyed



All

What's in our vision

In 2050 – The future of our coastline is influenced by what we do now. A timeline of 2050 is likely to see the increasing impacts of climate change and recognises that the action we take today will have legacy impacts for future generations.

Adelaide's coastline – Our remit remains metropolitan Adelaide. The use of the singular term “coastline” recognises that there is only one coastline, not multiple to be managed separately by respective agencies. It also recognises that it is a singular system and, therefore, requires a systems approach (collaborative and integrated) to managing it effectively.

Beautiful – We recognise that our coastline is visually beautiful and world-class. By assigning beauty to our coastline, we are linking our hearts and minds and acknowledging its value – something to be cherished.

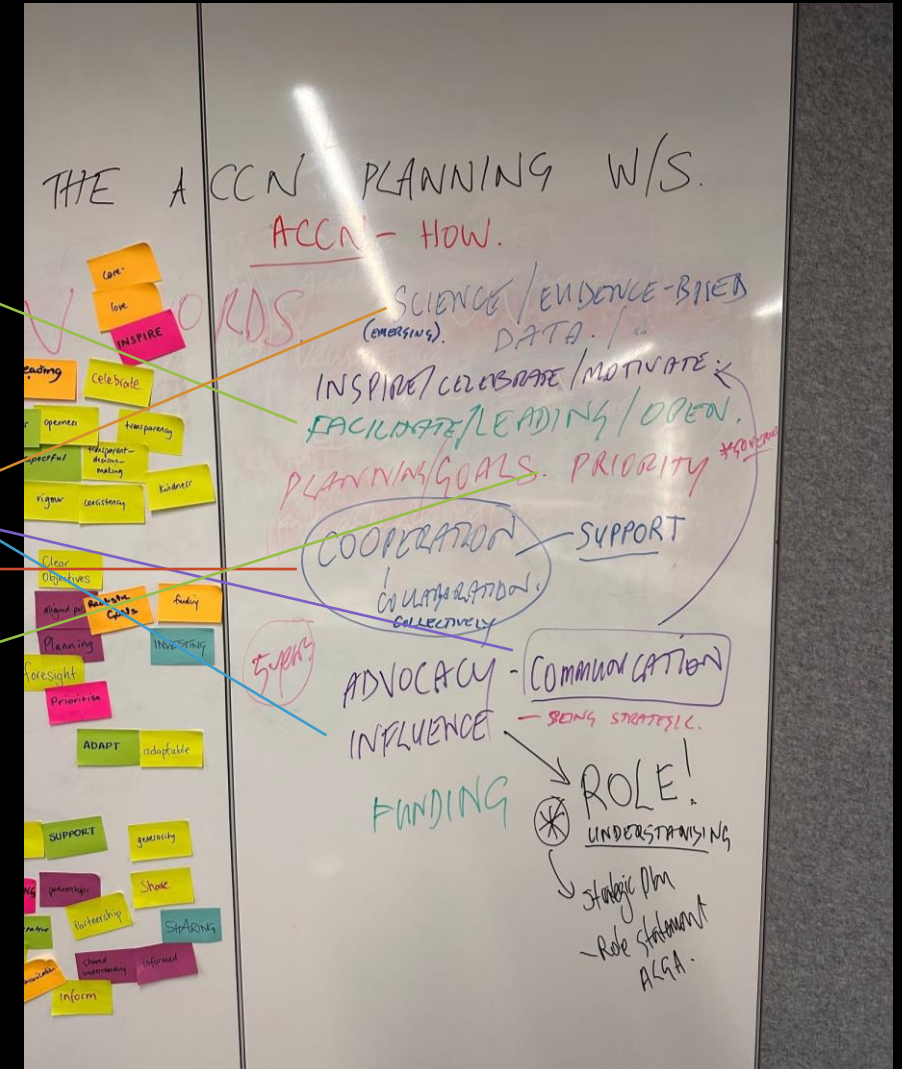
Healthy – A healthy coastline is one that is naturally clean for people, plants and animals. This encompasses the system and coastal processes that underpin terrestrial and marine life.

Resilient – Our coastline will be resilient to both shocks and stressors. We recognise the likely impacts of storm events and other natural hazards, as well as longer term issues like climate change. We also recognise that resilience is achieved in many ways, through infrastructure, policy, governance, planning responses and behavioural changes.

Cared-for – We acknowledge that as a society, we need to actively care for our coastline, that it needs to be nurtured and supported actively.

Enjoyed by all – We want a coastline that can be physically experienced and enjoyed, and that it remains accessible for all members of our community. It is also important that it can also be enjoyed by our “creatures and critters”.

Mission words



Mission

- *The ACCN will lead, influence, communicate, learn and work together with agencies and stakeholders to ensure that evidence based and prioritised action is undertaken...so our coastline is beautiful, healthy, resilient, cared-for and enjoyed by all*



Lead



Influence



Communicate



Learn



Work together

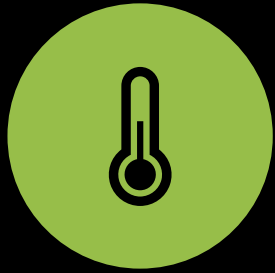


Evidence based



Prioritise

Strategic Priorities



CLIMATE ADAPTATION



COASTAL
INFRASTRUCTURE AND
BUILT ENVIRONMENT



CATCHMENT AND
COASTAL HEALTH



COMMUNITY

Climate Adaptation - actions

Climate Ready
Coasts

CoastSnap

Regional Climate
Partnerships

Regional Lidar
Mapping
(scalable)

Link to Australian
Coastal Councils
Association

Coastal Infrastructure and Built Environment - actions

Baseline audit of
unfunded coastal
infrastructure

Baseline audit of
current activity

Engage with
Infrastructure SA
Plan

Catchment and Coastal Health - actions

Baseline audit

Link to
Metropolitan and
Northern Coastal
Action Plan

Advocacy around
Integrated
Planning

Community - actions

Selling the
importance of
economic benefit
of the coastline

Communication
and engagement
plan

Baseline audit
(valuing) of
recreation and
tourism

Item No: 15.6

Subject: **APPOINTMENT TO THE SOUTHERN REGION WASTE RESOURCE AUTHORITY**

Date: 8 August 2023

Written By: Executive Assistant to the Chief Executive Officer

Chief Executive Officer: Mr R Bria

SUMMARY

Southern Region Waste Resource Authority (SRWRA) is a regional subsidiary established by the Cities of Onkaparinga, Marion and Holdfast Bay (the “Constituent Councils”), pursuant to Section 43 of the *Local Government Act 1999*.

The SRWRA Charter provides for Council to appoint two members to its Board (one of which must be an officer of Council) along with one specific deputy for each Board member or one non-specific deputy for both such Board members.

This report seeks endorsement of the appointment of the Council Officer Deputy Member.

RECOMMENDATION

That Council appoints Ms Pamela Jackson as the Deputy Member to the Board of Southern Region Waste Resource Authority until 31 July 2027.

STRATEGIC PLAN

Sustainability – A city, economy and community that is resilient and sustainable.

COUNCIL POLICY

Not applicable

STATUTORY PROVISIONS

Local Government Act 1999

BACKGROUND

Southern Region Waste Resource Authority (SRWRA) is a regional subsidiary established in December 1998 by the Cities of Onkaparinga, Marion and Holdfast Bay, pursuant to Section 43 of the *Local Government Act 1999*.

SRWRA is responsible for providing and operating waste management services on behalf of the Constituent Councils and ensuring that a long-term waste management strategy exists in the southern region of Adelaide.

SRWRA is overseen by a seven-member Board comprising two appointees from each of the Constituent Councils and an independent expert in business/waste management as Chairperson.

The SRWRA Charter provides for Council to appoint two members to its Board (one of which must be an officer of Council) along with one specific deputy for each Board member or one non-specific deputy for both such Board members.

Board Members are appointed for a term determined by Council.

REPORT

At its meeting on 13 December 2022, Council appointed (Motion C131222/7308) the following representatives of the City of Holdfast Bay as Board members of SRWRA:

- Councillor Smedley to the Board of SRWRA for the term of Council;
- Councillor O'Donohue as Deputy Member to the Board of SRWRA for the term of Council;
- Chief Executive Officer, Roberto Bria to the Board of SRWRA until 31 March 2027; and
- General Manager, Assets and Delivery, Michael de Heus as Deputy Member to the Board of SRWRA until 31 March 2027.

The position of Council Officer Deputy Member is currently vacant.

Ms Pamela Jackson has been appointed to the position of General Manager, Assets and Delivery for a period of 12 months commencing 1 August 2023. It is recommended that Ms Jackson be appointed as the Council Officer Deputy Member for the period 9 August 2023 to 31 July 2024.

BUDGET

Not applicable

LIFE CYCLE COSTS

Not applicable