CITY OF HOLDFAST BAY

Agenda

Council

NOTICE OF MEETING

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

Council Chamber - Glenelg Town Hall
Moseley Square Glenelg

10 November 2026 at 7.00pm

Pamela Jackson
Chief Executive Officer

Please Note: This agenda contains Officers' reports and recommendations that will be considered by the Council. Any confidential items listed on the agenda will be circulated to Members separately.

CITY OF HOLDFAST BAY

1. Opening

The Mayor will declare the meeting open at 7.00pm.

2. Kaurna Acknowledgement

We acknowledge Kaurna 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 Kaurna 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

6. Items Presented to Council

7. Declaration Of Interest

If a 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 27 October 2026 be taken as read and confirmed.

9. Public Presentations

9.1 **Petitions -** Nil

9.2 **Presentations -** Nil

CITY OF HOLDFAST BAY

9.3 **Deputations -** Nil

10. Questions by Members

10.1 **Without Notice**

10.2 **On Notice –** Nil

11. Member's Activity Reports

11.1 Mayor's Activity Report – 1 July to 30 September 2026 (Report No: 392/26)

12. Motions on Notice

12.1 Motion On Notice – Livestreaming Of 'Meet the Candidates' Forums – Mayor Wilson (Report No: 393/26)

13. Adjourned Matters – Nil

14. Reports of Management Committees and Subsidiaries

14.1 Minutes – Alwyndor Management Committee – 22 October 2026 (Report No: 381/26)

15. Reports by Officers

15.1 Items in Brief (Report No: 391/26)
15.2 Budget and Annual Business Plan Update – As At 30 September 2026 (Report No: 387/26)
15.3 South Australian Heritage Council – Call For Nominations (Report No: 395/26)
15.4 Consultation Results on Liveable Growth Strategy And Local Area Plan (Report No: 388/26)
15.5 Brighton Sports and Social Club – Interim Sublicence To Brighton Cricket Club (Report No: 382/26)
15.6 Brighton Tennis Club – Landowner Consent For Side Gate and Commemorative Plaque (Report No: 390/26)
15.7 Traffic Management Policy and Parking Policy (Report No: 389/26)
15.8 Dissolution of Council's Alywndor Management Committee (Report No: 311/26)

16. Resolutions Subject to Formal Motions – Nil.

17. Urgent Business – Subject to the Leave of the Meeting

18. Items in Confidence – Nil

19. Closure

Pamela Jackson
Chief Executive Officer

Item No: 11.1

Subject: **MAYOR'S ACTIVITY REPORT – 1 JULY TO 30 SEPTEMBER 2026**

Summary

This report includes activities undertaken by Mayor Wilson from 1 July to 30 September 2026.

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

Recommendation

That Mayor's Activity Report for 1 July to 30 September 2026 be received and noted.

Report

Date	Subject	Location
01/07/2026	Jetty Road Mainstreet Committee	Glenelg Town Hall
01/07/2026	The Rotary Club of Glenelg 2026-27 Changeover Dinner	Club Marion
03/07/2026	Official Exhibition Opening - Of This Earth Exhibition Launch	Bay Discovery Centre
07/07/2026	Council Workshop	Brighton Civic Centre
12/07/2026	SANFL Glenelg vs Adelaide	Stratarama Stadium, Glenelg
13/07/2026	GAROC Committee Meeting	LG House
16/07/2026	Coast FM Interview	Phone interview
17/07/2026	ABC Radio Adelaide interview	Phone interview
20/07/2026	ABC Radio Adelaide interview	ABC Studio, Collinswood
21/07/2026	Brighton Beachfront Holiday Park Site Tour	Brighton Beachfront Holiday Park
	Council Workshop	Brighton Civic Centre
25/07/2026	Brighton SLSC 2026 Annual Presentation Dinner	Brighton Surf Life Saving Club
26/07/2026	Meeting with Mr Toby Priest MP	Cibo Espresso, Glenelg
28/07/2026	CEO / Mayor - Council Agenda Discussion	Brighton Civic Centre
	Council Workshop	Glenelg Town Hall
	Council Meeting	
29/07/2026	Council wrap up video	Bowker Street, North Brighton
01/08/2026	SANFL Glenelg vs Eagles	Stratarama Stadium, Glenelg
03/08/2026	Introductory meeting – Vicky Bisak (EA)	Brighton Civic Centre

Date	Subject	Location
04/08/2026	Council Workshop	Brighton Civic Centre
05/08/2026	Jetty Road Mainstreet Committee	Glenelg Town Hall
08/08/2026	SANFL Glenelg vs Central District	Stratarama Stadium, Glenelg
11/08/2026	CEO / Mayor - Council Agenda Discussion	Brighton Civic Centre
	Council Workshop	Glenelg Town Hall
	Council Meeting	
12/08/2026	ABC Radio Adelaide interview	Phone interview
12/08/2026	Council wrap up video	Nest Kiosk, Kingston Park
13/08/2026	Figures of Impact Exhibition	Holdfast Bay Community Centre
17/08/2026	Channel 7 NEWS TV Interview	Moseley Square, Glenelg
18/08/2026	Council Workshop	Brighton Civic Centre
20/08/2026	Coast FM Interview	Phone
21/08/2026	Pre-record interview with SAFM	Phone interview
03/09/2026	Meeting – General Manager, Strategy and Corporate	Alimentary Eatery
04/09/2026	Local Community Infrastructure Program	Brighton Civic Centre
05/09/2026	Glenelg Bowling Club Opening of the Greens	Glenelg Bowling Club, Partridge Street, Glenelg
08/09/2026	Council Workshop	Brighton Civic Centre
15/09/2026	GAROC Pre-Meeting	Microsoft Teams
17/09/2026	Coast FM Interview	Coast FM, Glandore
20/09/2026	City-Bay - Medal Presentations	Race Village, Colley Reserve
21/09/2026	GAROC Meeting	LG House
21/09/2026	State Reception for Her Excellency the Honourable Frances Adamson AC and Mr Rod Bunten	Adelaide Oval
22/09/2026	Meeting with Angela Davison - Road Design of Scholefield Road intersection	Scholefield Rd, Seacliff
22/09/2026	Brighton Primary School - Cook Book Launch Event	Brighton Primary School
22/09/2026	Executive Committee meeting	Brighton Civic Centre
23/09/2026	Citizenship Ceremony	Brighton Performing Arts Centre
25/09/2026	LGA President's Webinar	Microsoft Teams
25/09/2026	3Minds in 2D	Bay Discovery Centre

Written By: Executive Assistant to the CEO and Mayor

Chief Executive Officer: Ms P Jackson

Item No: 12.1

Subject: **MOTION ON NOTICE – LIVESTREAMING OF 'MEET THE CANDIDATES' FORUMS – MAYOR WILSON**

Proposed Motion

Mayor Wilson proposed the following motion:

That Administration:

1. **investigates the feasibility of livestreaming the 'Meet the Candidates' forums for the 2027 Local Government elections; and**

2. **provides a report on the investigation at the next Council meeting, including costs.**

Background

Changes to the *Local Government (Elections) Act 1999* now require councils to, during the period commencing after the close of nominations and before polling day for a general election, hold at least one meeting involving any candidates who wish to participate and members of the public relating to—
(a) issues in the community relevant to the election; and
(b) informing members of the public of the policies and views of candidates.

The City of Holdfast Bay has historically held one forum for each Ward with Mayoral candidates able to participate in each, or any, forum.

To make the forums as accessible as possible to the community, it is proposed that the forums be livestreamed and published to Council's website.

Item No: 14.1

Subject: **MINUTES - ALWYNDOR MANAGEMENT COMMITTEE – 22 OCTOBER 2026**

Summary

The minutes of the Alwyndor Management Committee meeting held on 22 October 2026 are provided for information.

Recommendation

That Council notes the minutes of the Alwyndor Management Committee meeting held on 22 October 2026.

RETAIN IN CONFIDENCE - Section 91(7) Order

That having considered Attachment 2 to Report No: 381/26 Minutes - Alwyndor Management Committee – 22 October 2026 in confidence under section 90(2) and (3)(b) of the *Local Government Act 1999*, the Council, pursuant to section 91(7) of the Act orders that Attachment 2 be retained in confidence for a period of 12 months and that this order be reviewed every 12 months.

Background

This report is presented following the 22 October 2026 Alwyndor Management Committee Meeting.

The Alwyndor Management Committee (the Committee) manages the affairs of Alwyndor. The Council has approved the Committee's Terms of Reference and given the Committee delegated authority to manage the business of Alwyndor.

Report

The Minutes of the meeting are attached for Members information.

Refer Attachments 1 and 2

Budget

Not applicable

Life Cycle Costs

Not applicable

Strategic Plan

Enabling the people in our communities to live healthy, engaged and fulfilling lives.

Council Policy

Not applicable

Statutory Provisions

Local Government Act 1999, section 41

Written By: CEO, Alwyndor, Ms B Davidson-Park

Attachment 1

CITY OF HOLDFAST BAY

CITY OF HOLDFAST BAY

Minutes of the meeting of the Alwyndor Management Committee of the City of Holdfast Bay at Alwyndor, 52 Dunrobin Rd Hove on Thursday 22 October 2026 at 4pm.

PRESENT

Elected Members
Councillor Susan Lonie
Councillor Robert Snewin

Independent Members
Mr Kim Cheater, Chair
Ms Joanne Cottle
Ms Alice Haynes
Mr John O'Connor
Ms Felicity Ryan
Prof Lorraine Sheppard

Staff
CEO Alwyndor, Ms Beth Davidson-Park
Executive Manager Corporate Services, Mr John Ainsworth
Senior Manager, Finance, Mr Blaise Walker
Board Secretary, Ms Megan Galpin

Guests
Mr David Papa (Partner), Bentleys

1. OPENING

The Chair declared the meeting opened at 4.00pm.

Beth Davidson-Park, Blaise Walker and John Ainsworth entered the meeting at 4.04pm.

2. KAURNA ACKNOWLEDGEMENT

With the opening of the meeting the Chair stated:
We acknowledge the Kaurna 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 Kaurna People today.

3. APOLOGIES

3.1 For Absence
Prof Judy Searle

3.2 Leave of Absence
Nil

4. DECLARATION OF INTEREST

Nil.

5. CONFIRMATION OF MINUTES

That the minutes of the Alwyndor Management Committee meeting held on 30 July 2026 be taken as read and confirmed.

Moved by Cr Bob Snewin. Seconded by Mr John O'Connor Carried

6. CONFIDENTIAL REPORTS

6.1 Finance Report – Confidential EOFY Statements (Report No 10/26)

Exclusion of the Public – Section 90(3)(d) Order

1. **That pursuant to Section 90(2) of the *Local Government Act 1999* Alwyndor Management Committee hereby orders that the public be excluded from attendance at this meeting with the exception of the General Manager and Staff in attendance at the meeting in order to consider Reports and Attachments to Report No: 10/26 in confidence.**

2. **That in accordance with Section 90(3) of the *Local Government Act 1999* Alwyndor Management Committee is satisfied that it is necessary that the public be excluded to consider the information contained in Report No: 10/26 on the following grounds:**

    d. **pursuant to section 90(3)(d) of the Act, the information to be received, discussed or considered in relation to this Agenda Item is commercial information of a confidential nature (not being a trade secret) the disclosure of which could reasonably be expected to confer a commercial advantage on a third party of Alwyndor, in addition Alwyndor's financial position is reported as part of Council's regular budget updates.**

    In addition, the disclosure of this information would, on balance, be contrary to the public interest. The public interest in public access to the meeting has been balanced against the public interest in the continued non-disclosure of the information. The benefit to the public at large resulting from withholding the information outweighs the benefit to it of disclosure of the information.

3. **The Alwyndor Management Committee is satisfied, the principle that the meeting be conducted in a place open to the public, has been outweighed by the need to keep the information or discussion confidential.**

Moved by Ms Joanne Cottle. Seconded by Ms Felicity Ryan **Carried**

RETAIN IN CONFIDENCE - Section 91(7) Order

1. **That having considered Agenda Item 5.1 Finance Report – Confidential (Report No: 10/26) in confidence under section 90(2) and (3)(d) of the *Local Government Act 1999*, the Alwyndor Management Committee, pursuant to section 91(7) of that Act orders that the Attachments and Minutes be retained in confidence for a period of 12 months and that this order be reviewed every 12 months.**

Moved by Mr John O'Connor. Seconded by Prof Lorraine Sheppard. **Carried**

7. CLOSURE

The Chair closed the meeting at 4.19pm.

ITEM NUMBER: 14.1

ATTACHMENT 2

MINUTES – ALWYNDOR MANAGEMENT COMMITTEE – 22 OCTOBER 2026

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 –

i. would 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

ii. would, on balance, be contrary to the public interest

CONFIDENTIAL

Item No: 15.1

Subject: **ITEMS IN BRIEF**

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. **Santos Tour Down Under 2025**
2. **Measles Outbreak Immunisation Clinic – letter of appreciation**

Report

1. Santos Tour Down Under 2025

At the 2026 Australian Event Awards held in Coffs Harbour on 21 October 2026, the Santos Tour Down Under 2025 was named Best Sporting Event.

While the event is managed by the South Australian Tourism Commission (SATC), Hitaf Rasheed, Executive Director at SATC, acknowledged the valuable contribution of partners in bringing the cycling festival to life each year.

2. Measles Outbreak Immunisation Clinic – letter of appreciation

In response to the recent measles outbreak at Brighton Secondary School, City of Holdfast Bay was requested to establish a pop-up measles outbreak immunisation clinic.

Professor Nicola Spurrier wrote to CEO, Pamela Jackson, thanking Council for its rapid and professional response to the request, demonstrating a strong commitment to protecting the health and wellbeing of the our community.

Professor Spurrier requested that her thanks and recognition be extended to all staff involved in supporting the clinic.

Refer Attachment 1

Written By: Executive Officer

Chief Executive Officer: Ms P Jackson

Attachment 1

CITY OF HOLDFAST BAY

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Government of South Australia | Health
Department for Health and Wellbeing

Chief Public Health Officer
Public Health Division

Citi Centre Building
11 Hindmarsh Square
Adelaide SA 5000

PO Box 287 Rundle Mall
Adelaide SA 5000
DX 243

Tel 08 8226 6215

ABN 97 643 356 590

www.sahealth.sa.gov.au

Ms Pamela Jackson
Chief Executive Officer
City of Holdfast Bay
Brighton Civic Centre
24 Jetty Road
BRIGHTON SA 5048
Email: pamela.jackson@holdfast.sa.gov.au
mail@holdfast.sa.gov.au

Dear Ms Jackson

RE: APPRECIATION FOR THE RAPID ESTABLISHMENT OF A POP-UP MEASLES OUTBREAK IMMUNISATION CLINIC

On behalf of the Department for Health and Wellbeing, I would like to express our sincere appreciation for the outstanding support provided by the City of Holdfast Bay in the rapid establishment of a pop-up measles outbreak immunisation clinic in response to recent measles outbreak.

The speed and professionalism with which the clinic was established demonstrated a strong commitment to protecting the health and wellbeing of your community. This achievement would not have been possible without the dedication, flexibility and hard work of council staff who responded at short notice and worked collaboratively to facilitate this important public health initiative.

In the face of emerging public health risks, timely and coordinated action is critical. The willingness of Council to work closely with SA Health enabled community members to access vaccination services quickly and conveniently, helping to reduce the risk of transmission and protect those most vulnerable to severe illness.

This response highlights the importance of strong partnerships between local government and public health agencies. Collaborative efforts such as these play a vital role in safeguarding communities and strengthening our collective capacity to respond effectively to vaccine-preventable diseases.

Please extend my thanks and recognition to all staff involved in supporting the clinic. Their contribution reflects a genuine commitment to community service and public health protection, and their efforts have been greatly appreciated.

Thank you again for your partnership, leadership and support in helping protect the community during this response. We value our ongoing collaboration with the City of Holdfast Bay and look forward to continuing to work together to support the health and wellbeing of South Australians.

Yours sincerely

PROFESSOR NICOLA SPURRIER
Chief Public Health Officer
Public Health Division

21 / 10 / 2026

Item No: 15.2

Subject: **BUDGET AND ANNUAL BUSINESS PLAN UPDATE – AS AT 30 SEPTEMBER 2026**

Summary

This report covers the first update of Council's 2026-27 budget conducted as at 30 September 2026.

A comprehensive review of Municipal budgets has increased the forecast operating surplus by $16,000 to a forecast surplus of $200,000. Major variances accounted for include the receipt of additional funding through the Supplementary Road Grant Program, partially offset by higher depreciation expenses and increased legal costs.

Capital expenditure has increased by $1.617 million which has been offset by $295,000 in additional capital revenue.

Recommendation

That Council:

1. notes the first 2026-27 budget update for Council's municipal operations including:

- **(a) an increase in the forecast operating result for 2026-27 of $16,000 from a surplus of $184,000 to a surplus of $200,000;**
- **(b) an increase in forecast capital expenditure of $1.617m from $25.004 million to $26.621 million;**
- **(c) an increase in forecast capital revenue of $295,000 from $5.624 million to $5.919 million;**
- **(d) an increase in forecast net financial liabilities of $1.191 million at 30 June 2027 from $63.873 million to $65.064 million.**

2. notes the Annual Business Plan quarterly update for September 2026.

Background

The *Local Government (Financial Management) Regulations 2026* require three specific budget performance reports to be prepared and considered by Councils including:

1. Budget Update (at least twice per year);
2. Mid-year Budget Review (once per year); and
3. Report on Financial Results (after completion and audit of annual financial statement of previous financial year).

The three reports collectively provide a comprehensive reporting process that allows Council to track performance against the financial targets it established in its annual budget.

Report

Municipal Operations

The current adopted budget comprises both the original budget and items carried forward from 2025-26. Following a detailed review, several proposed variations have been identified for the first 2026-27 budget update. A summary is provided below.

All amounts in $000	2026-27 Original Budget	2026-27 Adopted Budget	2026-27 Proposed Forecast Adjustment	2026-27 Proposed Forecast	
Operating revenue	66,556	66,742	228	66,970	↑
Operating expenditure	(65,695)	(66,558)	(212)	(66,770)	↑
Result from Operational Activities	**861**	**184**	**16**	**200**	
Capital renewal Program (Net)	(11,426)	(18,660)	(295)	(18,955)	↑
Capital New and Upgraded Works (Net)	(2,003)	(720)	(1,027)	(1,747)	↑
Loan Repayments	(3,168)	(3,168)	-	(3,168)	
Loans repaid by community clubs	20	20	-	20	
Result from Capital Activities	**(16,577)**	**(22,528)**	**(1,322)**	**(23,850)**	
Add back non-cash items	14,281	13,766	115	13,881	
Funding (Requirement)/Surplus	**(1,435)**	**(8,578)**	**(1,191)**	**(9,769)**	

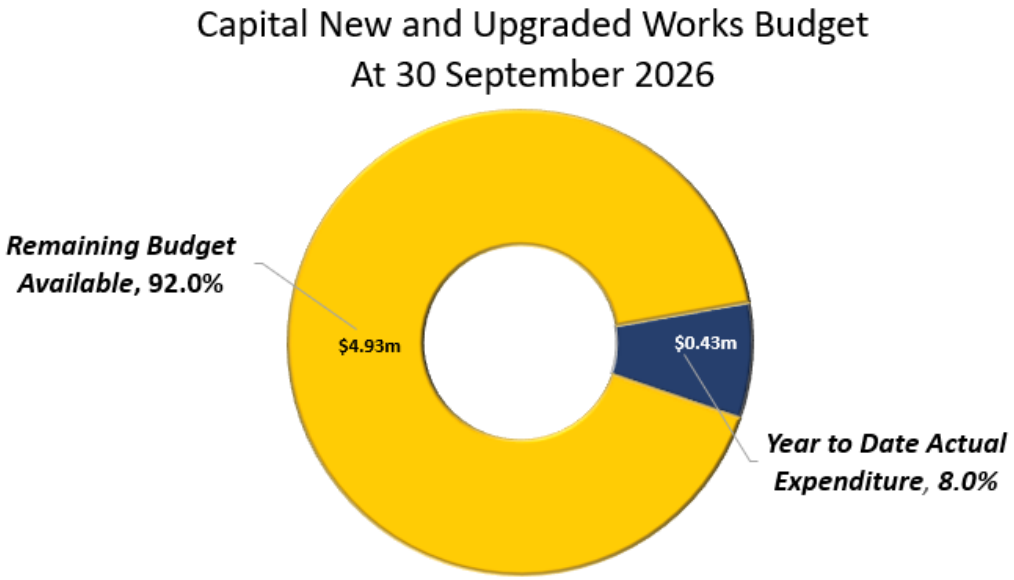
Positive operational variances have been forecast including additional grant funding from the Supplementary Roads Grant Program ($187,000) and for Wellbeing Hub program delivery ($18,000).

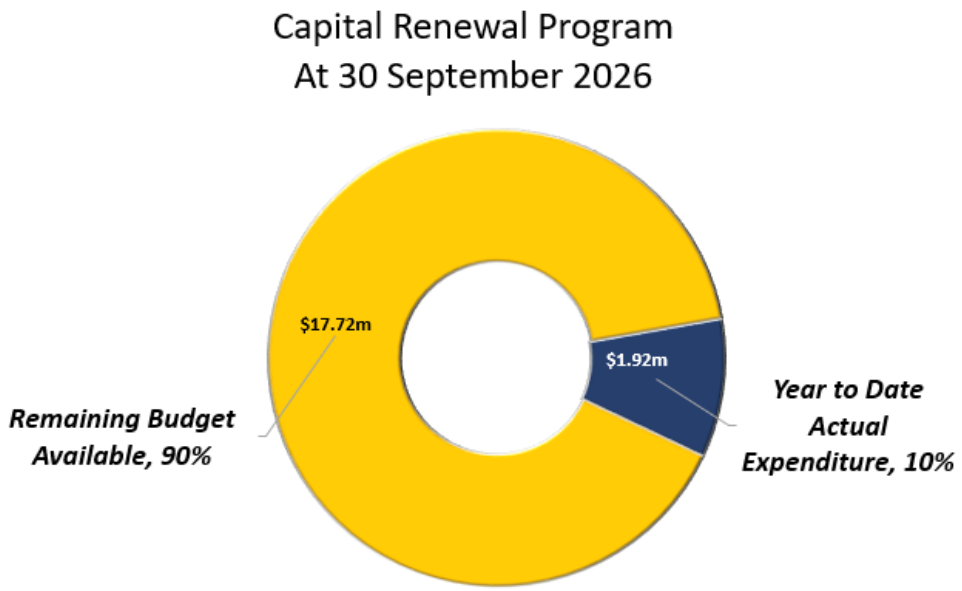
These variances are partially offset by an increase in depreciation following the completion of the 2025-26 capital works program ($115,000), expenditure on the previously approved traffic lights project on Jetty Road, Glenelg ($45,000), and additional legal costs associated with the review of club leases ($29,000).

Further details of the proposed budget adjustments and notes along with the Municipal funds statement are attached to this report.

Refer Attachment 1

The following graphs represent the percentage of total capital works financially completed by 30 September 2026. Refer to the Annual Business Plan Quarterly Update below for the detailed progress report on Council's program of works.

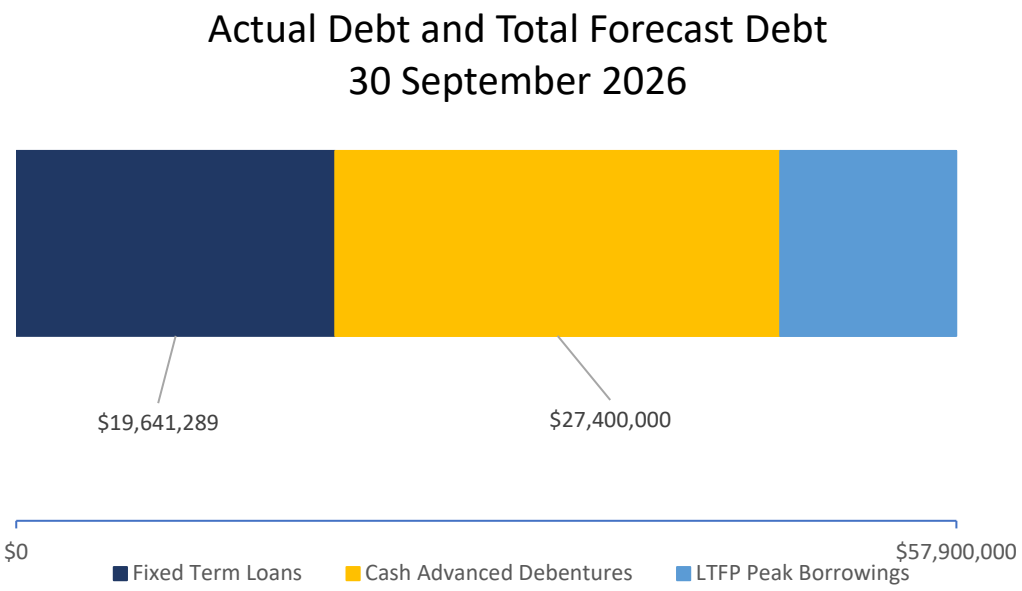


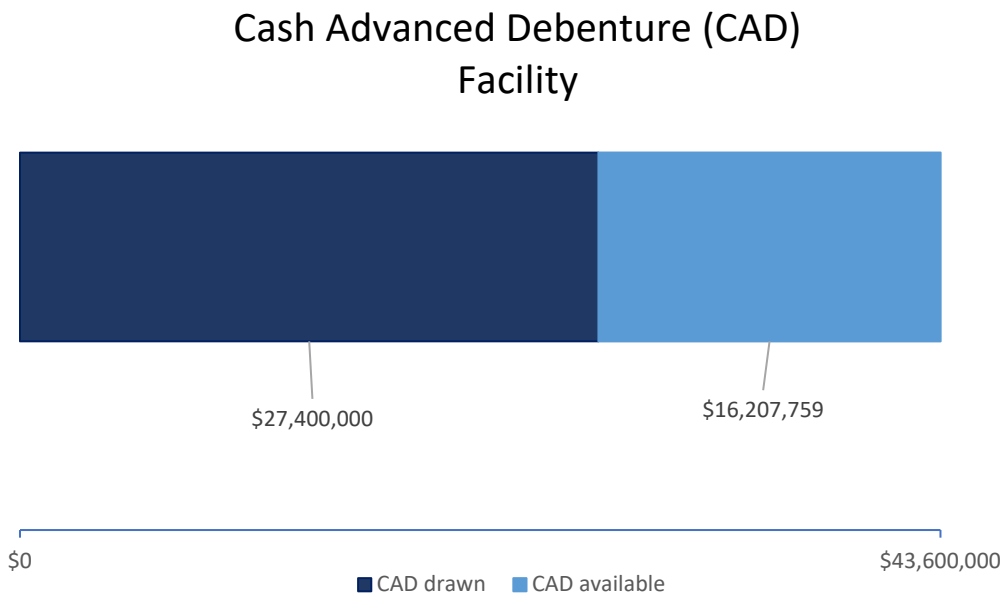


Debt Management

The proposed budgetary changes are equivalent to an increase in new borrowings in 2026-27 of $1.191m. The actual increase in borrowing requirements will not be known until financial statements have been prepared for the year ending 30 June 2027. At the date of this report, borrowings, as forecast in the current Long Term Financial Plan, were due to peak at $57.9 million in 2025-26. Delays in the completion of several capital projects have deferred part of the associated funding requirement into 2026-27. As a result, the forecast peak borrowing level is now expected to occur in 2026-27.

The following graphs detail Council's current debt position. The first graph illustrates Councils' debt as a proportion of that peak forecast debt. The second graph details the status of Council's Cash Advance Debenture (CAD) facility which provide access to flexible funding, showing both the total facility limit and the amount currently drawn. The current CAD interest rate is 6.10%.





In line with Council's Treasury Management Policy a mixture of fixed interest loans and cash advanced debentures (CAD) have been used to meet financing needs. New loans are only sought from the Local Government Finance Authority when it is deemed prudent to convert CAD borrowings to a fixed rate.

Commercial Activities

Comparative financial reports to 30 September 2026 have been provided for Council's major commercial activities including Brighton Caravan Park, Partridge House and Partridge Street carpark.

Refer Attachment 2

Financial Indicators

To assist Council in meeting its objectives of financial sustainability a series of financial indicators endorsed by the Local Government Association are provided.

The following table provides updated forecasts for these and other major ratios for Council at 30 September 2026. The significant increase in the Asset Sustainability Ratio is due to $7.222 million of renewal projects carried forward from 2025-26.

Municipal Funds	Target – from 2026-27 Annual Budget / LTFP	Original Budget Forecast	Revised Budget Forecast
Operating Result	≥ 0	$891,000 surplus	$200,000 surplus
Operating Ratio[1]	≥ 0%	1.3%	0.3%
Net Financial Liabilities ratio[2]	≤ 100%	97%	97%
Interest Cover Ratio[3]	≤ 5%	4.2%	4.2%
Asset Sustainability Ratio[4]	90% -110%	100%	173%

1. Operating Ratio *expresses the operating result as a percentage of total operating income.*
2. Net Financial Liabilities Ratio *expresses total liabilities less total financial assets as a percentage of total operating income.*
3. Interest Cover Ratio *expresses finance charges as a percentage of total operating revenue.*
4. Asset Sustainability Ratio *is defined as net capital expenditure on the renewal and replacement of existing assets expressed as a percentage of the asset management plan required expenditure.*

External Grants

As at 30 September council has received $614,100 in external grant funding for 2026-27 projects. The attached table provides the details of our external grant position.

Refer Attachment 3

Council will continue to monitor opportunities for grant funding where applicable and suitable.

2026-27 Annual Business Plan – First Quarter Progress Report

The City of Holdfast Bay is pursuing the vision set out in the Strategic Plan, Our Holdfast 2050+, and the three focus areas that support it.

Our Holdfast 2050+ Vision:
Protecting our heritage and beautiful coast, while creating a welcoming and healthy place for all in South Australia's most sustainable city.

To achieve this vision, we have identified three focus areas:

- WELLBEING - Good health and economic success in an environment and a community that supports wellbeing.
- SUSTAINABILITY - A city, economy and community that is resilient and sustainable.
- INNOVATION - A thriving economy and community that values life-long education, research, creativity and entrepreneurialism.

To deliver this Strategic Plan, the *Our Plan for Our Place 2026-27 Annual Business Plan* (the Business Plan) outlines specific actions for the year. These actions are aligned to one of the three focus areas.

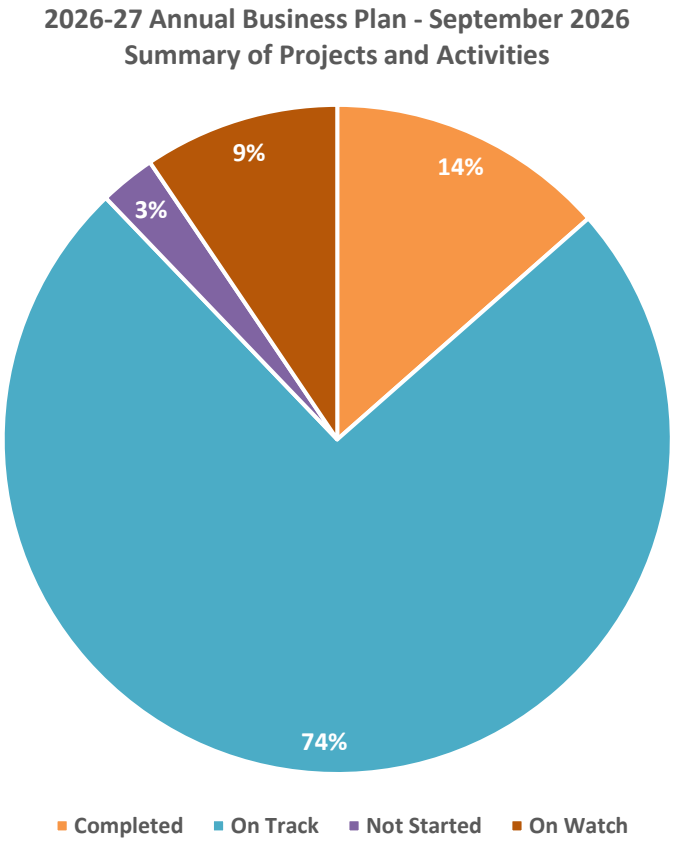
The attached report provides details of progress in delivering the Business Plan.

Refer Attachment 4

In Summary

Out of 74 projects:

- 10 projects (14%) are completed, which includes projects that are in the Defects Liability Period (DLP)
- 55 projects (74%) are underway and are on track
- 2 Projects (3%) have not started but remain on track for delivery
- 7 projects (9%) are on watch**.**



This table provides details of the projects that are 'On Watch' within the sustainability focus areas. There are no projects On Watch in the Wellbeing and Innovation focus areas.

SUSTAINABILITY

Project Title	Status	Notes
Road Renewal Program Renewal of roads in various locations	On Watch	Procurement of the contractor is underway. Challenging market conditions.
Stormwater Management Plan Implementation	On Watch	Ongoing project planning and coordination with several stakeholders.
Stormwater Pipes/Pits Renewal Rothesay Avenue and Fisher Street stormwater renewals	On Watch	Procurement underway.
Glenelg Town Hall - BDC – Upgrade to the façade and the clock. Renewal of public toilet pumps	On Watch	Stage one façade renewal is complete, and stage two is underway, but elevated moisture levels are delaying progress. Clock works almost complete. Public toilet pumps scheduled to commence early 2027.
Brighton Caravan Park - Stage 2 redevelopment & Renewal Program Renewal of existing services and major upgrade to visitor facilities	On Watch	Workshop in October 2026 to determine the development option and the timing of staged delivery.
Patawalonga Lock - renewal Major maintenance project for the Patawalonga Boat Lock, involving access and service to underwater infrastructure	On Watch	Ongoing project planning. Works to be scheduled over winter 2027.
Kingston Park Stages 4 & 6 - Detailed Design	On Watch	Next steps are dependent on the outcome of the Section 23 application assessment.

Budget

The content and recommendation of this report indicates the effect on the budget.

Life Cycle Costs

The nature and content of this report is such that life cycle costs are not applicable.

Strategic Plan

Statutory compliance

Council Policy

Not applicable

Statutory Provisions

Local Government (Financial Management) Regulations 2026, Regulation 9.

Written By: Manager Finance

General Manager: Strategy and Corporate, Mr A Filipi

Attachment 1

CITY OF HOLDFAST BAY

City of Holdfast Bay
Municipal Funds Statement as at September 2026

2026 - 2027 Original Budget $'000	Year to Date Adopted Forecast $'000	Year to Date Actual $'000	Year to Date Variance $'000		2026 - 2027 Adopted Forecast $'000	Proposed Forecast Adjustment $'000	Note
(672)	(149)	(158)	9	Communications and Engagement	(672)	-	
(1,812)	(343)	(314)	(29)	Council Administration	(1,820)	(45)	1
2,313	277	462	(186)	FAG/R2R Grants	2,313	187	2
(2,299)	(1,099)	(1,080)	(19)	Financial Services	(2,299)	-	
(14,095)	(3,490)	(3,582)	92	Financial Services-Depreciation	(14,095)	(115)	3
(586)	-	-	-	Financial Services-Employee Leave Provisions	(586)	-	
(2,831)	108	108	-	Financial Services-Interest on Borrowings	(2,831)	-	
400	-	-	-	Financial Services-SRWRA	400	-	
50,874	52,048	52,070	(22)	General Rates	50,874	-	
(3,581)	(1,867)	(1,859)	(8)	Innovation & Technology	(3,581)	-	
(859)	(145)	(116)	(30)	People & Culture	(859)	-	
(2,281)	(418)	(428)	11	Strategy & Governance	(2,501)	-	
221	34	20	14	Cemeteries	221	-	
(1,409)	(272)	(282)	10	City Activation	(1,425)	-	
20	7	11	(5)	Commercial - Partridge House	20	-	
(439)	(86)	(78)	(8)	Community and Business Administration	(439)	-	
(932)	(202)	(178)	(23)	Community Events	(932)	-	
1,806	520	497	23	Community Safety	1,806	-	
(683)	(174)	(142)	(32)	Community Wellbeing	(751)	18	4
(641)	(141)	(146)	6	Customer Service	(641)	-	
(761)	(117)	(92)	(26)	Development Services	(761)	-	
-	554	568	(14)	Jetty Road Mainstreet	(39)	-	
(1,942)	(453)	(452)	(1)	Library Services	(1,942)	-	
(354)	(78)	(72)	(7)	Assets & Delivery Administration	(354)	-	
1,507	179	164	15	Commercial - Brighton Caravan Park	1,507	-	
698	178	172	6	Commercial & Club Leases	698	(44)	5
(1,421)	(329)	(294)	(35)	Engineering & Traffic	(1,737)	15	6
(872)	28	22	6	Environmental Services	(882)	-	
(10,245)	(2,260)	(2,250)	(9)	Field Services & Depot	(10,245)	-	
(3,243)	(615)	(607)	(7)	Property Management	(3,243)	-	
(656)	(101)	(98)	(4)	Public Realm and Urban Design	(656)	-	
(640)	(88)	(75)	(13)	Street Lighting	(640)	-	
(4,872)	(765)	(785)	20	Waste Management	(4,872)	-	
1,150	-	-	-	Less full cost attribution - % admin costs capitalised	1,150	-	
861	**40,743**	**41,008**	**(266)**	**=Operating Surplus/(Deficit)**	**184**	**16**	
14,095	3,490	3,582	(92)	Depreciation	14,095	115	
186	-	-	-	Other Non Cash Items	186	-	
14,281	**3,490**	**3,582**	**(92)**	**Plus Non Cash Items in Operating Surplus/(Deficit)**	**14,281**	**115**	
15,142	**44,232**	**44,590**	**(358)**	**=Funds Generated from Operating Activities**	**14,465**	**131**	
-	170	176	(6)	Amounts Received for New/Upgraded Assets	4,640	295	7
673	86	5	81	Proceeds from Disposal of Assets	985	-	
673	**256**	**181**	**75**	**Plus Funds Sourced from Capital Activities**	**5,624**	**295**	
(12,099)	(1,943)	(1,926)	(17)	Capital Expenditure on Renewal and Replacement	(19,644)	(295)	
(2,003)	(405)	(431)	26	Capital Expenditure on New and Upgraded Assets	(5,360)	(1,322)	
(14,102)	**(2,348)**	**(2,357)**	**10**	**Less Total Capital Expenditure**	**(25,004)**	**(1,617)**	*8*
20	9	7	2	Plus:Repayments of loan principal by sporting groups	20	-	
20	**9**	**7**	**2**	**Plus/(less) funds provided (used) by Investing Activities**	**20**	**-**	
1,734	**42,149**	**42,420**	**(271)**	**= FUNDING SURPLUS/(REQUIREMENT)**	**(4,895)**	**(1,191)**	
				Funded by			
-	(779)	(779)	-	Increase/(Decrease) in Cash & Cash Equivalents	-	-	
-	35,055	35,326	(271)	Non Cash Changes in Net Current Assets	515	-	
(1,434)	-	-	-	Less: Proceeds from new borrowings	(8,578)	(1,191)	
-	7,873	7,873	-	Less: Net Movements from Cash Advance Debentures	-	-	
3,168	-	-	-	Plus: Principal repayments of borrowings	3,168	-	
1,734	**42,149**	**42,420**	**(271)**	**=Funding Application/(Source)**	**(4,895)**	**(1,191)**	

Note 1 - Council Administration - $45,000 unfavourable

Jetty Road and Moseley Street signal investigation works already approved by Council (C250826/9499).

Note 2 - FAG/R2R Grants - $187,000 favourable

Unbudgeted funding received through the Supplementary Roads Grant program.

Note 3 - Financial Services-Depreciation - $115,000 unfavourable

Estimated increase in council's annual depreciation expense following completion of the 2025-26 capital program.

Note 4 - Community Wellbeing- $18,000 favourable

Grant funding received for the Wellbeing Hub.

Note 5 - Commercial & Club Leases - $29,000 unfavourable and $15,000 reallocation

Additional legal expenditure ($29,000) and professional services ($15,000) in relation to the lease review and licence variations, this expenditure has been partially funded by savings in Engineering - see note 6.

Note 6 - Engineering & Traffic - $15,000 reallocation

Reallocation of savings on professional services to Commercial & Club Leases - see note 5.

Note 7 - Amounts Received for New/Upgraded Assets - $295,000 favourable.

Grant/external funded contribution:

- $95,000 - Cricket Australia and McAuley Community Schools contribution to the Mawson Oval cricket net upgrade project - see note 8
- $200,000 – Department for Environment and Waters contribution to Glenelg Jetty structural repairs - see note 8

Note 8 - Capital Expenditure - $295,000 external funded expenditure and $1,322,000 council approved expenditure

External funded expenditure

- $95,000 - Mawson Oval cricket net upgrade project – see note 7
- $200,000 - Glenelg Jetty structural repairs – see note 7

Council approved budget increase:

- $1,322,000 - Capital expenditure already approved by Council (C150926/9528)

Attachment 2

CITY OF HOLDFAST BAY

BRIGHTON CARAVAN PARK

Financial Results	Actual $ 01/07/25 to 30/09/25	Actual $ 01/07/26 to 30/09/26
Revenue From Cabins and Sites	$289,075	$272,015
Occupancy Rates	**Actual % 01/07/25 to 30/09/25**	**Actual % 01/07/26 to 30/09/26**
Accommodation Type		
Cabins	76%	73%
Sites	47%	48%
Average Total	**62%**	**60%**

PARTRIDGE STREET CAR PARK

Financial Results	Actual $ 01/07/25 to 30/09/25	Actual $ 01/07/26 to 30/09/26
Income & Expenditure		
Car Parking Revenue	$26,135	$34,268
Operational Costs	$37,599 *	$32,033
Net Result	**($11,464)**	**$2,235**

** Operational costs include $6,000 of repairs and maintenance expenditure.*

Car Park Usage	Actual No. 01/07/25 to 30/09/25	Actual No. 01/07/26 to 30/09/26
Car Park		
Eastern Car Park - No. of Transactions	33,978	28,971
Western Car Park - No. of Transactions	28,651	19,471
Total No. of Transactions	**62,629**	**48,442**

PARTRIDGE HOUSE

Financial Results	Actual $ 01/07/25 to 30/09/25	Actual $ 01/07/26 to 30/09/26
Income & Expenditure		
Functions and Room Hire Revenue	$61,391	$61,750
Operational Costs	$55,207	$52,433
Net Result	**$6,184**	**$9,317**

Number of Events	Actual No. 01/07/25 to 30/09/25	Actual No. 01/07/26 to 30/09/26
Event Type		
Wedding	1	1
Funeral	42	28
Community Function	84	75
Other Events	12	5
Total Number of Events	**139**	**109**

Attachment 3

CITY OF HOLDFAST BAY

2026-27 External Grant Funding

SUCCESSFUL APPLICATIONS

Grant - Capital

Bid Title	Funding Body / Program	Grant Total	Received in Previous Financial Year(s)	2026-27 Total Expected	Received 2026-27 Quarter 1	Received 2026-27 Quarter 2	Received 2026-27 Quarter 3	Received 2026-27 Quarter 4	Received for future financial years	Total Received during 2026-27	Outstanding amount
Jetty Road Glenelg Masterplan Stage 2 Coastal Zone	Department of Infrastructure, Transport, Regional Development , Communications and the Arts	$10,000,000	$5,500,000	$4,500,000						**$0**	$4,500,000
Glenelg Jetty Repairs	Department for Environment and Water	$200,000		$200,000						**$0**	$200,000
Wattle Reserve DDA Pathway	Department of the Premier and Cabinet	$140,000	$140,000	$0						**$0**	$0
Total		**$10,340,000**	**$5,640,000**	**$4,700,000**	**$0**	**$0**	**$0**	**$0**	**$0**	**$0**	**$4,700,000**

Grant - Operating Project and other

Bid Title	Funding Body / Program	Grant Total	Received in Previous Financial Year(s)	2026-27 Total Expected	Received 2026-27 Quarter 1	Received 2026-27 Quarter 2	Received 2026-27 Quarter 3	Received 2026-27 Quarter 4	Received for future financial years	Total Received during 2026-27	Outstanding amount
New Years Eve Celebration	Department of Premier and Cabinet	$65,000	$0	$65,000						**$0**	$65,000
Proclamation Day	Department of Premier and Cabinet	$10,000	$0	$10,000						**$0**	$10,000
Costal Hazard Adaptation Grant	Local Government Association of South Australia	$180,000	$36,157	$143,843	$127,843					**$127,843**	$16,000
Wellbeing Hub - seed funding	Preventive Health SA	$165,000	$165,000	$0						**$0**	$0
Stormwater Quality Improvement Trial	Department of the Premier and Cabinet	$42,500	$42,500	$0						**$0**	$0
Urban APC Partnership Gran	Green Adelaide Board	$15,000	$15,000	$0						**$0**	$0
Total		**$477,500**	**$258,657**	**$218,843**	**$127,843**	**$0**	**$0**	**$0**	**$0**	**$127,843**	**$91,000**

2026-27 External Grant Funding

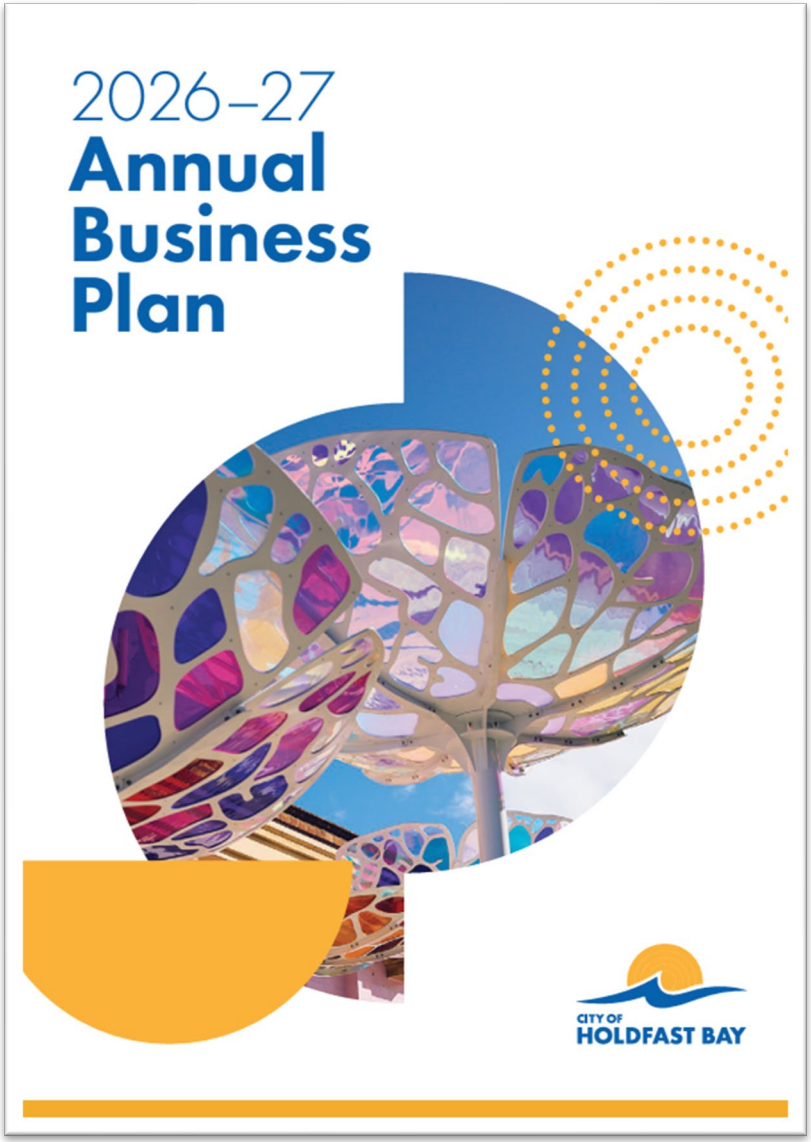
Grant - Recurring											
Bid Title	**Funding Body / Program**	**Grant Total**	**Received in Previous Financial Year(s)**	**2026-27 Total Expected**	**Received 2026-27 Quarter 1**	**Received 2026-27 Quarter 2**	**Received 2026-27 Quarter 3**	**Received 2026-27 Quarter 4**	**Received for future financial years**	**Total Received during 2026-27**	**Outstanding amount**
Community Bus	Commonwealth Home Support Programme (CHSP)	$169,920	$0	$169,920	$23,917					**$23,917**	$ 146,003
Financial Assistance Grant - General Purpose 2026-27	Financial Assistance Grant	$1,086,946	$863,502	$223,444	$55,861					**$55,861**	$ 167,583
Financial Assistance Grant - Roads 2026-27	Financial Assistance Grant	$557,878	$443,194	$114,684	$28,671					**$28,671**	$ 86,013
Supplementary Roads Grants Commission	Financial Assistance Grant	$186,732	$0	$186,732	$186,732					**$186,732**	$ -
Roads to Recovery	Roads to Recovery	$708,422	$0	$708,422	$191,076					**$191,076**	$ 517,346
Brighton Library	Libraries Board Grant	$60,328	$0	$60,328						**$0**	$ 60,328
Glenelg Library	Libraries Board Grant	$60,328	$0	$60,328						**$0**	$ 60,328
Total		**$2,830,554**	**$1,306,696**	**$1,523,858**	**$486,257**	**$0**	**$0**	**$0**	**$0**	**$486,257**	**$ 1,037,601**

Total of Grant Funding Confirmed (All Years including 2026-27)	**$**	**13,648,054**
Total received in previous years applicable to 2026-27 and future years	**$**	**7,205,353**
Total expected to receive in 2026-27	**$**	**6,442,701**
Total Received 2026-27 - Quarter 1	**$**	**614,100**
Total Received 2026-27 - Quarter 2	**$**	**-**
Total Received 2026-27 - Quarter 3	**$**	**-**
Total Received 2026-27 - Quarter 4	**$**	**-**
Total Grant Funding received to date in 2026-27	**$**	**614,100**
Total Received in 2026-27 for future financial years	**$**	**-**

Attachment 4

CITY OF HOLDFAST BAY

Annual Business Plan 2026 – 27
End of Quarter Report
July – September 2026



Contents

OVERVIEW 2
PROJECTS STATUS 3
PROJECTS ON WATCH 3
WELLBEING 5
SUSTAINABILITY 9
INNOVATION 15

OVERVIEW

The City of Holdfast Bay is actively pursuing the vision set out in the Strategic Plan *Our Holdfast 2050+* and the three focus areas that support it:

Our Holdfast 2050+ Vision

Protecting our heritage and beautiful coast, while creating a welcoming and healthy place for all in South Australia's most sustainable city.

To achieve this vision, we have identified three focus areas. While many projects will assist in achieving more than one focus area, they are identified in this report based on which focus area they are expected to have the greatest impact.

- **WELLBEING - Good health and economic success in an environment and a community that supports wellbeing.**
  Projects in this focus area have the greatest direct impact on supporting people's health and vitality.

- **SUSTAINABILITY - A city, economy and community that is resilient and sustainable.**
  Projects in this focus area are infrastructure and asset improvements that support long lasting economic health and ecological benefit.

- **INNOVATION - A thriving economy and community that values life-long education, research, creativity and entrepreneurialism.**
  Projects in this focus area deliver change to services, assets and infrastructure by introducing new methods, ideas, or outcomes.

To deliver *Our Holdfast 2050+,* the *Our Plan for Our Place 2026-27 Annual Business Plan* (the Business Plan) outlines specific actions for the year.

This report captures progress against the Business Plan.

PROJECTS STATUS

This section provides an overview of the project status as of 30 September 2026.

Out of 74 projects:

- **10 projects (14%) are completed, which includes projects that are in the Defects Liability Period (DLP)**
- **55 projects (74%) are underway and are on track.**
- **2 projects (3%) have not started but remain on track for delivery**
- **7 projects (9%) are on watch.**

No projects are off track.

PROJECTS ON WATCH

This table provides details of the projects that are **on watch** within the sustainability focus area. No projects are **on watch** in the Wellbeing and Innovation focus areas.

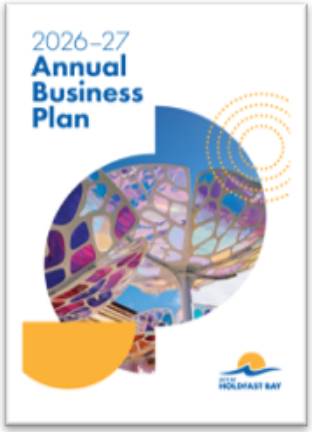
SUSTAINABILITY

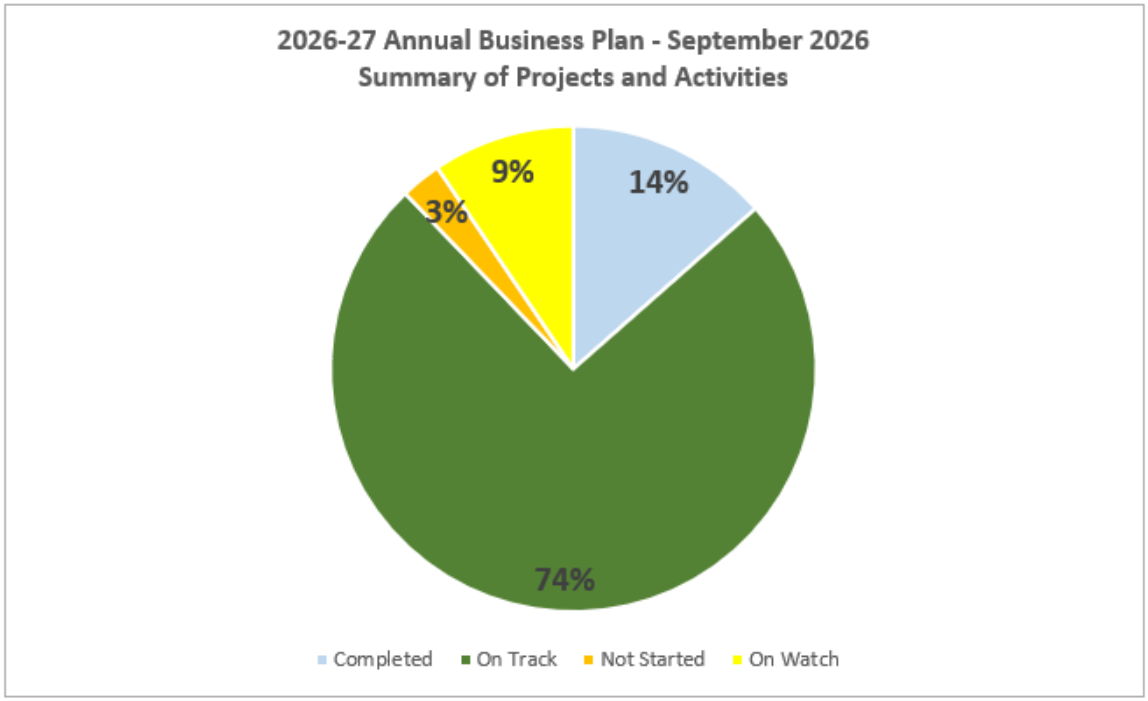
Project Title	Notes
Road Renewal Program Renewal of roads in various locations	Procurement of the contractor is underway. Challenging market conditions.
Stormwater Management Plan Implementation	Ongoing project planning and coordination with several stakeholders.
Stormwater Pipes/Pits Renewal Rothesay Avenue and Fisher Street stormwater renewals	Procurement underway.
Glenelg Town Hall - BDC – Upgrade to the façade and the clock. Renewal of public toilet pumps	Stage one façade renewal is complete, and stage two is underway, but elevated moisture levels are delaying progress. Clock works almost complete. Public toilet pumps scheduled to commence early 2027.
Brighton Caravan Park - Stage 2 redevelopment & Renewal Program Renewal of existing services and major upgrade to visitor facilities	Workshop in October 2026 to determine the development option and the timing of staged delivery.
Patawalonga Lock - renewal Major maintenance project for the Patawalonga Boat Lock, involving access and service to underwater infrastructure	Ongoing project planning. Works to be scheduled over winter 2027.
Kingston Park Stages 4 & 6 - Detailed Design	Next steps are dependent on the outcome of the Section 23 application assessment.

The following page provides an overview of project progress in all focus areas.

2026-27 Annual Business Plan - EOFY Status Report

September 2026





Overall Summary		%
Completed	10	14%
On Track	55	74%
Not Started	2	3%
On Watch	7	9%
Deferred	0	0%
Carried Forward	0	0%
Total	74	100%

WELLBEING

Wellbeing Summary	
Completed	5
On Track	14
Not Started	0
On Watch	0
Deferred	0
Carried Forward	0

SUSTAINABILITY

Sustainability Summary	
Completed	4
On Track	33
Not Started	2
On Watch	7
Deferred	0
Carried Forward	0

INNOVATION

Innovation Summary	
Completed	1
On Track	8
Not Started	0
On Watch	0
Deferred	0
Carried Forward	0

The following pages provide details of the projects under each of the three focus areas of *Our Holdfast 2050+.*

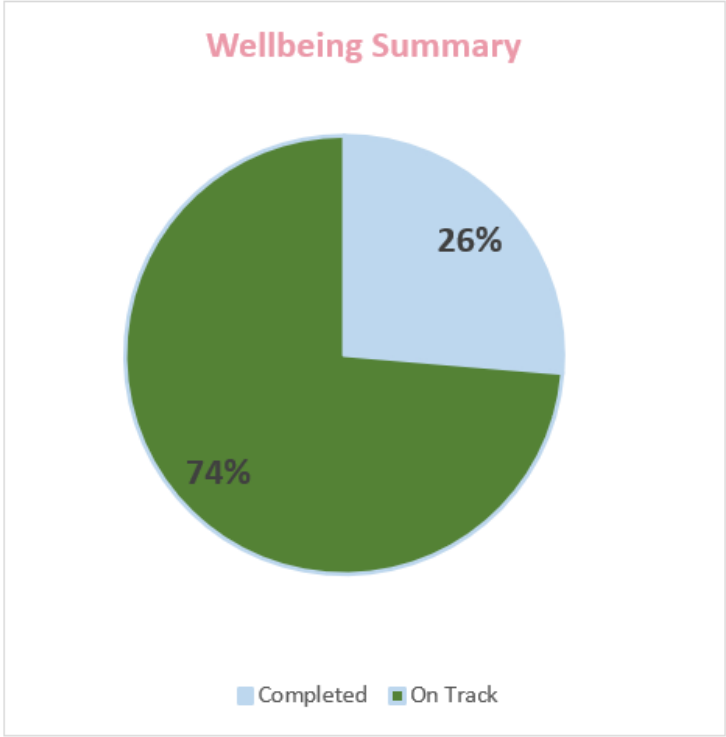
WELLBEING

2026-27 Annual Business Plan - EOFY Status Report

June 2026

WELLBEING

Good health and economic success in an environment and a community that supports wellbeing



Wellbeing Summary		
Completed	5	26%
On Track	14	74%
Not Started	0	0%
On Watch	0	0%
Deferred	0	0%
Carried Forward	0	0%
Total	19	

Wellbeing Projects							
Project Name	**Responsible Business Unit**	**Division**	**Start Date**	**End Date**	**Q1 Project Stage**	**Q1 Project Status**	**Q1 Notes**
Holdfast Bay Bowling Club capital improvements Working with club for capital improvements	Property	Assets and Delivery	01-Jul-26	30-Jun-27	Delivery	On Track	Quote for new doors received - ongoing communication with club
Brighton Tennis Club - Renewal Court resurfacing of two public courts	Public Realm and Urban Design	Assets and Delivery	01-Jul-26	30-Jun-27	Planning	On Track	Planning ongoing. Delivery to commence at conclusion of 26/27 summer tennis season
Mawson Oval - Renewal Renewal of 3 cricket practice nets	Public Realm and Urban Design	Assets and Delivery	01-Jan-27	30-Jun-27	Delivery	On Track	Project delivery on track, completion date estimated for end of October 2026
Wattle Reserve- Playground Renewal Renewal of playspace and associated park furniture	Public Realm and Urban Design	Assets and Delivery	01-Jul-26	30-Jun-27	Delivery	On Track	Project delivery on track, completion date estimated for end of October 2026
Playground Renewal - Gemmell, Kibby and Parkinson Playspace renewal and associated park furniture	Public Realm and Urban Design	Assets and Delivery	01-Jul-26	30-Jun-27	Planning	On Track	Project delivery on track, completion date estimated for end of January 2027
Wigley Reserve - Playground Installation of anti-climb barriers on exterior of slide and tunnel	Public Realm and Urban Design	Assets and Delivery	01-Jul-26	30-Jun-27	Delivery	On Track	Project delivery on track, completion date estimated for end of December 2026
Bowker Oval DDA -compliant pathways	Public Realm and Urban Design	Assets and Delivery	01-Jul-26	30-Sep-26	Closure	Completed	Project completed in 2025/26 with invoices finalised in early 2026/27
Brighton SLSC Exterior works and lift renewal	Property	Assets and Delivery	01-Jul-26	30-Jun-27	Delivery	On Track	Contract for lift issued and ongoing discussion with club about scope and timing of other works

Wellbeing Projects							
Project Name	**Responsible Business Unit**	**Division**	**Start Date**	**End Date**	**Q1 Project Stage**	**Q1 Project Status**	**Q1 Notes**
Seacliff SLSC - Exterior works Various capital works in line with SLSC projects	Property	Assets and Delivery	01-Jul-26	30-Jun-27	Planning	On Track	Landowner consent for the Club's portion of the works. Ongoing scoping of work in liaison with Club
Somerton SLSC - Lift, exterior work and roof replacement Upgrade of lifts and other works in line with SLSC projects	Property	Assets and Delivery	01-Jul-26	30-Jun-27	Delivery	On Track	Landowner consent for the Club's portion of the works. Ongoing scoping of work in liaison with the Club. Roofing quotes obtained
Somerton SLSC - roof replacement	Property	Assets and Delivery	01-Jul-26	30-Jun-27	Planning	On Track	Ongoing project planning and coordination with several stakeholders. Potential for carry forward.
Glenelg Oval - Football Clubrooms - Capital Improvements Airconditioning and lift upgrades	Property	Assets and Delivery	01-Jul-26	30-Jun-27	Planning	On Track	Specification of air conditioning and lighting completed and tenders awarded
Glenelg Oval - Grandstand improvements	Property	Assets and Delivery	01-Jul-26	30-Jun-27	Planning	On Track	Planning ongoing. Delivery to be confirmed following tender and consultation with club. Minor works underway concurrently with planning activities
Glenelg Community Centre Upgrades	Property	Assets and Delivery	01-Jul-26	30-Jun-27	Planning	On Track	Scoping completed and request for quote issued. Likely to be completed over the Christmas period
HFB Community Centre - building renovations	Property	Assets and Delivery	01-Jul-26	30-Sep-26	Closure	Completed	Project completed in 2025/26 with invoices finalised in early 2026/27
Wattle Reserve - Exeloo Renewal of Exeloo to current standards	Property	Assets and Delivery	01-Jul-26	30-Sep-26	Closure	Completed	Project completed in 2025/26 with invoices finalised in early 2026/27
Lou Kesting Hall/Dover Square Tennis club – upgrade Storage area being constructed	Property	Assets and Delivery	01-Jul-26	30-Sep-26	Closure	Completed	Project completed in September 2026

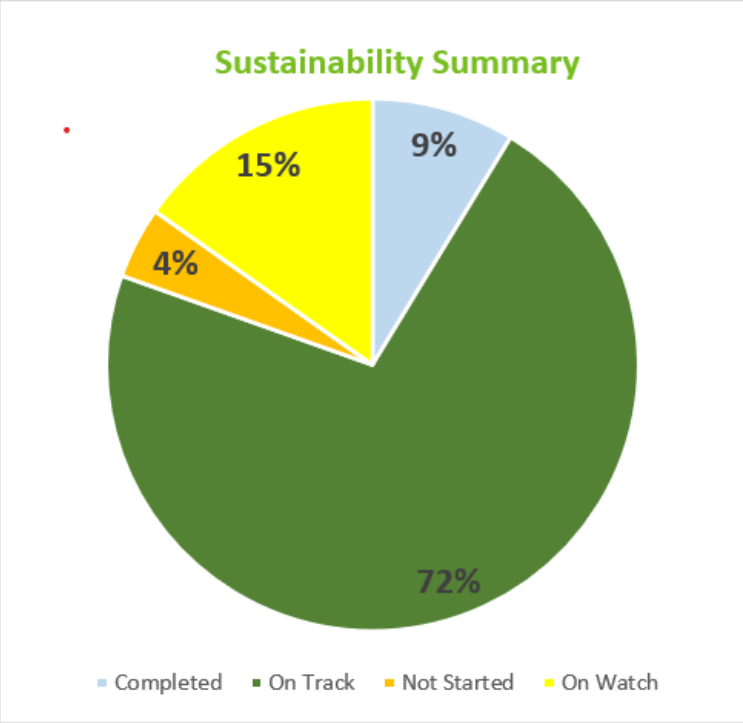
Wellbeing Projects							
Project Name	**Responsible Business Unit**	**Division**	**Start Date**	**End Date**	**Q1 Project Stage**	**Q1 Project Status**	**Q1 Notes**
Kauri Community & Sports Centre - Capital improvements Drainage improvements and court upgrade	Property	Assets and Delivery	01-Jul-26	30-Sep-26	Closure	Completed	Project completed in September 2026
School Crossings Improvements – Design Design for priority school crossing upgrades at various locations	Engineering	Assets and Delivery	01-Jul-26	30-Jun-27	Planning	On Track	Planning ongoing with design to commence early 2027

2026-27 Annual Business Plan - EOFY Status Report

September 2026

SUSTAINABILITY

A city, economy and community that is resilient and sustainable



Sustainability Summary		
Completed	4	9%
On Track	33	72%
Not Started	2	4%
On Watch	7	15%
Deferred	0	0%
Carried Forward	0	0%
Total	46	

Sustainability							
Project Name	**Responsible Business Unit**	**Division**	**Start Date**	**End Date**	**Q1 Project Stage**	**Q1 Project Status**	**Q1 Notes**
Building Audit - Establish priority works arising from the Building Audit	Property	Assets and Delivery	01-Jul-26	30-Jun-27	Planning	On Track	Ongoing program planning and prioritisation of asset renewals based on condition.
Road Renewal Program Renewal of roads in various locations	Engineering	Assets and Delivery	01-Jul-26	30-Jun-27	Planning	On Watch	Procurement of the contractor is underway. Challenging market conditions.
Stormwater Pipes/Pits Renewal Rothesay Avenue and Fisher Street stormwater renewals	Engineering	Assets and Delivery	01-Jul-26	30-Jun-27	Delivery	On Watch	Procurement underway
Traffic Control Program Sixth Avenue traffic improvements	Engineering	Assets and Delivery	01-Jul-26	30-Jun-27	Planning	On Track	Sixth Avenue traffic Improvements - consultation completed in May 2026, delivery scheduled in November 2026.
Jetty Road Brighton Traffic Improvement – Design Detailed design to inform program of works	Engineering	Assets and Delivery	01-Jul-26	30-Jun-27	Delivery	On Track	Consultant appointed. Designs underway.
Kerbing and Kerb Ramp Program Upgrades and renewal of kerbs and kerb ramps in various locations	Engineering	Assets and Delivery	01-Jul-26	30-Jun-27	Planning	On Track	Contractors appointed. Delivery ongoing.
Electrical and Lighting - Renewal Lighting upgrades on Railway Terrace	Property	Assets and Delivery	01-Jul-26	30-Sep-26	Closure	Completed	Project completed in September 2026
Pathway - Edith Butler Pier Renewal of Pathway	Engineering	Assets and Delivery	01-Jul-26	30-Sep-26	Closure	Completed	Project completed in August 2026
Angus Neal Reserve Wall Rehabilitation	Engineering	Assets and Delivery	01-Jul-26	30-Dec-26	Delivery	On Track	Delivery scheduled in December 2026

Sustainability							
Project Name	**Responsible Business Unit**	**Division**	**Start Date**	**End Date**	**Q1 Project Stage**	**Q1 Project Status**	**Q1 Notes**
King Street Glass Sign renewal	Field Services	Assets and Delivery	01-Jul-26	30-Jun-27	Planning	On Track	Planning ongoing, quote received and being reviewed, delivery not commenced
Irrigation main project Patawalonga Frontage & Glenelg Foreshore Mainline Irrigation Upgrade	Engineering	Assets and Delivery	01-Jul-26	30-Sep-26	Closure	Completed	Project completed in September 2026
Irrigation System Design	Engineering	Assets and Delivery	01-Jul-26	30-Jun-27	Planning	On Track	Ongoing project planning to determine scope to match available budget
Distribution Board Replacement Program Replacement of distribution boards in various locations	Field Services	Assets and Delivery	01-Jul-26	30-Jun-27	Delivery	On Track	Quote received and being reviewed, scheduled delivery in early 2027
Bin Replacement Program Various locations as needed.	Public Realm and Urban Design	Assets and Delivery	01-Jul-26	30-Jun-27	Not Started	Not Started	Planned start in early 2027
Sturt Creek Linear Park Design work on linear path proposal	Public Realm and Urban Design	Assets and Delivery	01-Jan-27	30-Jun-27	Not Started	Not Started	Planned start in early 2027
Broadway emergency non-return valve Renewal of non-return valve	Field Services	Assets and Delivery	01-Jan-27	30-Jun-27	Delivery	On Track	Parts on order, awaiting delivery on site, expected installation in early 2027
Seacliff Rotunda/Seawall Repair	Engineering	Assets and Delivery	01-Jul-26	30-Jun-27	Planning	On Track	Ongoing project planning to determine scope to match available budget
Glenelg Jetty Structural Repairs Repair of pile 20B	Engineering	Assets and Delivery	01-Jul-26	30-Jun-27	Delivery	On Track	Emergency project delivery scheduled in November-December 2026. Funded by DEW
Footpaths Program Renewal of footpaths in various locations	Engineering	Assets and Delivery	01-Jul-26	30-Jun-27	Delivery	On Track	Project delivery on track, completion date estimated for end of January 2027
Footpath Defect Repairs	Field Services	Assets and Delivery	01-Jul-26	31-Mar-27	Delivery	On Track	Project delivery on track and expected completion in February 2027

Sustainability							
Project Name	**Responsible Business Unit**	**Division**	**Start Date**	**End Date**	**Q1 Project Stage**	**Q1 Project Status**	**Q1 Notes**
Kerb Defect Repairs	Field Services	Assets and Delivery	01-Jul-26	31-Mar-27	Delivery	On Track	Project delivery on track and expected completion in February 2027
Glenelg Town Hall - BDC – Upgrade to the façade and the clock. Renewal of public toilet pumps	Property	Assets and Delivery	01-Jul-26	30-Jun-27	Delivery	On Watch	Stage one façade renewal is complete, and stage two is underway, but elevated moisture levels are delaying progress. Clock works almost complete. Public toilet pumps scheduled to commence early 2027.
Cemetery Improvements Brighton North/St Judes Landscape, irrigation, access paths, entrance arbour and park furniture	Public Realm and Urban Design	Assets and Delivery	01-Jul-26	30-Jun-27	Delivery	On Track	Project delivery on track, completion date estimated for St Judes is end of December 2026, and for North Brighton is end of June 2027
Brighton Caravan Park - Stage 2 redevelopment & Renewal Program Renewal of existing services and major upgrade to visitor facilities	Property	Assets and Delivery	01-Jul-26	30-Jun-27	Delivery	On Watch	Workshop in October 2026 to determine the development option and the timing of staged delivery
Roof Access Program Audit and enable roof access in various locations	Property	Assets and Delivery	01-Jul-26	30-Jun-27	Planning	On Track	Preliminary audit completed and scoping of works underway
Painting Program Regular painting in various locations	Property	Assets and Delivery	01-Jul-26	30-Jun-27	Planning	On Track	Scope of works completed and quotes being sought
Security and access control renewal Upgrade security systems in various locations	Property	Assets and Delivery	01-Jul-26	30-Jun-27	Planning	On Track	Investigated likely systems and developed an expression of interest to go to market
Partridge House Capital Improvements Painting and other works	Property	Assets and Delivery	01-Jul-26	30-Jun-27	Delivery	On Track	Painting and works completed

Sustainability							
Project Name	**Responsible Business Unit**	**Division**	**Start Date**	**End Date**	**Q1 Project Stage**	**Q1 Project Status**	**Q1 Notes**
Street Light Conversion Plan Assessment of lighting and scope works required	Property	Assets and Delivery	01-Jul-26	30-Jun-27	Planning	On Track	Quote obtained, further planning activities underway
EV Charging Infrastructure New charging stations to support Council's EV fleet	Engineering	Assets and Delivery	01-Jul-26	30-Jun-27	Delivery	On Track	Procurement underway; upon further review, expected delivery in early 2027
Movement and Transport Plan Implementation Allowance for capital projects arising from the Movement and Transport Plan	Engineering	Assets and Delivery	01-Jul-26	30-Jun-27	Planning	On Track	Planning ongoing to determine delivery priorities
Bus Stop Infrastructure Renewal of Bus Stops in various locations	Engineering	Assets and Delivery	01-Jul-26	30-Jun-27	Delivery	On Track	Project delivery on track, completion date estimated for end of December 2026
Brighton Bowling Club - Gas wall furnace Upgrade to Wall furnace	Property	Assets and Delivery	01-Jul-26	30-Jun-27	Delivery	On Track	Project completed in September 2026
Bindarra Reserve Exeloo refurbishment Renewal of Exeloo to current standards	Property	Assets and Delivery	01-Jul-26	30-Jun-27	Delivery	On Track	Design and DA completed. Liaising with Surf Life Saving Club about temporary amenities, March delivery 2027
Brighton Civic Centre general, air-conditioner and rainwater tank renewal upgrades	Property	Assets and Delivery	01-Jul-26	30-Jun-27	Delivery	On Track	Received quotes for kitchen and related work. Specification for air conditioning confirmed and tender underway. Design for rainwater tank undertaken and quotes being sought
Various Property - Asbestos removals Undertake an asbestos audit and schedule work arising from this	Property	Assets and Delivery	01-Jul-26	30-Jun-27	Planning	On Track	Audit being scheduled

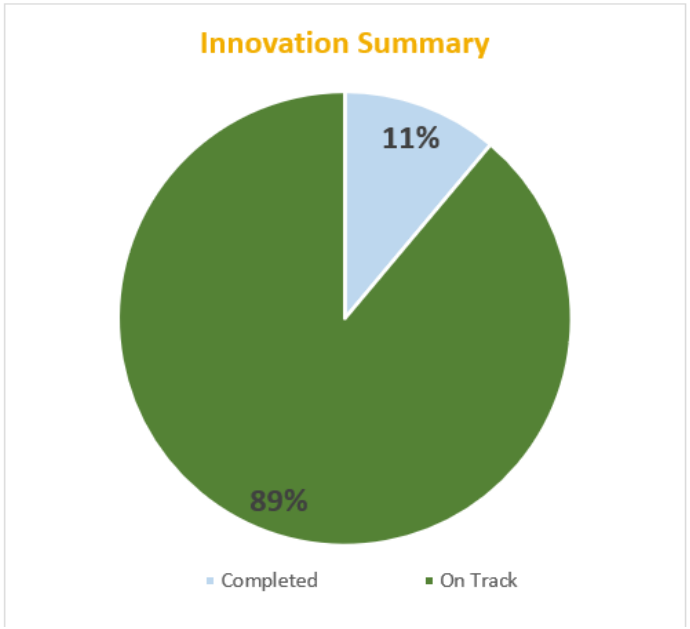
Sustainability							
Project Name	**Responsible Business Unit**	**Division**	**Start Date**	**End Date**	**Q1 Project Stage**	**Q1 Project Status**	**Q1 Notes**
Patawalonga Lock - renewal Major maintenance project for the Patawalonga Boat Lock, involving access and service to underwater infrastructure	Engineering	Assets and Delivery	01-Jul-26	30-Jun-27	Delivery	On Watch	Ongoing project planning. Works to be scheduled over winter 2027.
Air Raid Shelter Floor upgrade, waterproofing and painting	Property	Assets and Delivery	01-Jul-26	30-Jun-27	Planning	On Track	Initial works undertaken and confirming the source of water ingress to scope further work. Ongoing project planning and coordination with several stakeholders.
Traffic Improvements Singleton Road improvements	Engineering	Assets and Delivery	01-Jul-26	30-Jun-27	Delivery	On Track	Singleton Road traffic improvements scheduled for delivery in early 2027
Major Plant and Equipment Purchases	Field Services	Assets and Delivery	01-Jul-26	30-Jun-27	Delivery	On Track	Ongoing procurement of long-lead time items
Kingston Park Stages 4 & 6 - Detailed Design	Public Realm and Urban Design	Assets and Delivery	01-Jul-26	30-Jun-27	Planning	On Watch	Next steps are dependent on the outcome of the Section 23 application assessment
Brighton Road Trees Removal and replacement of unsafe trees in Brighton Road Median	Engineering	Assets and Delivery	01-Jul-26	30-Jun-27	Planning	On Track	Planning ongoing. DIT approvals will be sought in November 2026
Verge Incentive Program to assist residents to upgrade verges	Engineering	Assets and Delivery	01-Jul-26	30-Jun-27	Planning	On Track	Planning ongoing
Brighton Oval Irrigation Planning for surface upgrades and irrigation renewal	Public Realm and Urban Design	Assets and Delivery	01-Jul-26	30-Jun-27	Planning	On Track	Planning only pending confirmation of external funding

2026-27 Annual Business Plan - EOFY Status Report

September 2026

INNOVATION

A thriving economy and community that values life-long education, research, creativity and entrepreneurialism



Innovation Summary		
Completed	1	11%
On Track	8	89%
Not Started	0	0%
On Watch	0	0%
Deferred	0	0%
Carried Forward	0	0%
Total	9	

Innovation Projects

Project Name	Responsible Business Unit	Division	Start Date	End Date	Q1 Project Stage	Q1 Project Status	Q1 Notes
Sculptures - Brighton Jetty Sculpture Festival Installation of sculpture purchased via the Festival	City Activation	Community and Business	01-Jul-26	30-Sep-26	Closure	Completed	The Brighton sculpture was fully installed, and the project is complete
ICT Replacement Program Renewal of desktops, laptops, telephones, servers and storage	Innovation and Technology Services	Strategy and Corporate	01-Jul-26	30-Jun-27	Delivery	On Track	Desktop computers replaced at Brighton and Glenelg Libraries
Fairy lights – Jetty Road, Brighton Connect a permanent power source for Fairy Lights	Property	Assets and Delivery	01-Jul-26	30-Jun-27	Planning	On Track	Lighting contractor completing site works ready for integration into software system
Glenelg Charging Station	Property	Assets and Delivery	01-Jan-27	30-Jun-27	Delivery	On Track	Procurement underway, upon further review, expected delivery in early 2027
Glenelg/Brighton library shelving upgrade Assess and upgrade to shelving at both locations	Property	Assets and Delivery	01-Jul-26	30-Jun-27	Planning	On Track	Scope of work determined in liaison with Libraries and probable schedule of works set.
Plant and Equipment - Depot/Stores	Field Services	Assets and Delivery	01-Jul-26	30-Jun-27	Delivery	On Track	Ongoing procurement of long-lead time items
Major Plant and Equipment Purchases	Field Services	Assets and Delivery	01-Jul-26	30-Jun-27	Delivery	On Track	Ongoing procurement of long-lead time items
Light Fleet Renewal Program	Field Services	Assets and Delivery	01-Jul-26	30-Jun-27	Delivery	On Track	Ongoing procurement of long-lead time items
Minor Plant and Equipment Purchases	Field Services	Assets and Delivery	01-Jul-26	30-Jun-27	Delivery	On Track	Ongoing procurement of long-lead time items

Item No: 15.3

Subject: **SOUTH AUSTRALIAN HERITAGE COUNCIL – CALL FOR NOMINATIONS**

Summary

The Local Government Association (LGA) is seeking nominations for a Local Government representative on the South Australian Heritage Council for a term up to three years.

Nominees should consider the selection criteria of the position as outlined on the Call for Nominations Information Sheet. Nominees must be a currently serving Council member, an employee of a council or other local government entity (unless otherwise determined by the LGA Board of Directors).

Only nominations submitted following a resolution of the Council will be considered. If Council does not have a nominee, it may just note the report.

Recommendation

1. That Council notes the report.

OR

2. That Council nominates _____ for consideration by the Local Government Association to be nominated for the South Australian Heritage Council.

Background

The South Australian Heritage Council (the Council) is an independent decision making body appointed under the *Heritage Places Act 1993* (the Act). The Council is made up of between six - eight heritage professionals with specialised experience and expertise in disciplines such as history, architecture and planning, heritage conservation, property development and public administration. Advocacy, legal and legislative experience is also highly desirable.

The responsibility of the Council is to protect, conserve and promote heritage into the future.

Report

The Local Government Association (LGA) is seeking nominations for a Local Government representative on the South Australian Heritage Council for a term up to three years.

To be eligible to nominate, you must have:

- local government knowledge and experience;
- knowledge of or experience in heritage conservation; and
- demonstrated administrative and strategic experience in heritage matters.

The Council meets approximately every five weeks on Thursday mornings for between two and four hours. Sitting fees, including travel payments where applicable, are payable to members in accordance with Department of the Premier and Cabinet Circular 16.

A Member Duty Statement, which provides more information about the Council and the requirements for members is attached to this report.

Refer Attachment 1

The Call for Nominations Information Sheet is provided for Members' information. It provides further information about the role and a selection criterion to be addressed by the nominee. A current curriculum vitae must also be supplied by the nominee.

Refer Attachment 2

Pursuant to the LGA Appointments and Nominations to Outside Bodies Policy, only nominations submitted by a council, following a resolution of Council, will be considered.

Council is required to complete the nomination form and forward to the Nominations Coordinator by Friday 20 November 2026.

Refer Attachment 3

If Council does not have a nominee, it may just note the report.

Budget

Not applicable

Life Cycle Costs

Not applicable

Strategic Plan

Not applicable

Council Policy

Not applicable

Statutory Provisions

Heritage Places Act 1993

Written By: Executive Officer

Chief Executive Officer: Ms P Jackson

Attachment 1

CITY OF HOLDFAST BAY

South Australian Heritage Council

Member Duty Statement

Who is the South Australian Heritage Council?

The South Australian Heritage Council (the Council) is an independent decision making body appointed under the *Heritage Places Act 1993* (the Act). The Council is made up of between 6-8 heritage professionals with specialised experience and expertise in disciplines such as history, architecture and planning, heritage conservation, property development and public administration. Advocacy, legal and legislative experience is also highly desirable.

Purpose

The Act makes provision for the identification, recording and conservation of places and objects of non-Aboriginal heritage significance. The key objectives and principles of the Act underpins the functions of the Council.

Heritage South Australia within the Department for Environment and Water (DEW) supports both the Council and the Minister for Climate, Environment and Water to:

- identify and protect South Australia's heritage places and related objects.
- promote an understanding and appreciation of South Australia's heritage.
- support the conservation of places and related objects of State heritage significance.
- encourage the sustainable and adaptive re-use of heritage places in a manner consistent with high standards of conservation practice, such as the Australia ICOMOS's Burra Charter.

The Opportunity

'Our Heritage, shaped by nature and history, is an inheritance passed from one generation to the next. It encompasses many things – the way we live, the traditions we hold dear, our history and our values.'
Australian Heritage Commission

The responsibility of the Council is to protect, conserve and promote heritage into the future.

The Council will achieve this by engaging with the community and stakeholders to ensure places that demonstrate our state's natural world, unique architecture and history are valued and protected by the community for future generations. The Council will also form meaningful alliances with Government, businesses, NGO's and the community to facilitate this movement.

It will be important to promote the understanding of the significant contribution that our heritage makes to the liveability, character and social identify of our state, as well as the role it can play in job creation and the economy, our low carbon economy, tourism offering and food and wine culture.

A primary challenge will be to continue to lead a change in the perception of heritage conservation as a 'blocker' to development, often triggered by moves to protect a place of heritage importance when it appears to be under threat, to that of an enabler that contributes to tourism, business development and job creation.

Key outcomes:

- Please refer to the SA Heritage Council Strategic Plan.
- Visionary heritage reform is developed in consultation with local government, business, NGOs and the community and provided to the Minister to take heritage legislation into the 21st century.
- The public and economic value of protecting and conserving heritage is more widely understood.
- The community and stakeholders are meaningfully engaged in the protection and conservation of our state's heritage.
- The quality and integrity of the SA Heritage Register is improved.

The functions of the SA Heritage Council as defined by the Heritage Places Act 1993

1) The Council has the following functions:
   (a) to provide advice (especially from a strategic perspective) to the Minister on matters relating to —
   (i) trends, shortcomings and opportunities with respect to heritage protection at the State and local level and, insofar as may be relevant, at the national level; and
   (ii) the development and effectiveness of heritage conservation programs, policies, initiatives and incentives; and
   (iii) the operation and enforcement of this Act; and
   (iv) other issues referred to the Council by the Minister for consideration and report;
   (b) in connection with the administration of this Act—
      (i) to administer the *South Australian Heritage Register*; and
      (ii) to identify places, and related objects, of State heritage significance, and to enter them in the Register; and
      (iii) to identify areas of State heritage significance, and to promote their establishment, in appropriate cases, as State Heritage Areas under the *Development Act 1993;* and
      (iv) to initiate or support community awareness programs that promote public understanding and appreciation of the State's heritage, taking into account the objects of this Act; and
      (v) to promote the objects of this Act in such other manner as the Council thinks fit, including through the work of other bodies or persons;
   (c) to provide advice (especially from a strategic perspective) to the Minister to whom the administration of the *Development Act 1993* is committed on matters relating to—
      (i) the interpretation or application of the criteria set out in section 23(4) of that Act (and, if appropriate, the consideration of any potential amendment with respect to those criteria); and
      (ii) other matters on which that Minister is required to consult with the Council under the provisions of that Act;
   (d) to perform any other function assigned to the Council by or under this or any other Act.

   The Council may —
   (a) establish criteria that are to be taken into account when determining whether an area should be established as a State Heritage Area; and

(b) establish guidelines that are to be used in the interpretation or application of —

(i) the criteria that apply under paragraph (a);

(ii) the criteria set out in section 16.

3) The Council must establish and maintain a list of persons who are recognised by the Council as being appropriately qualified (including by virtue of their skills or experience) for the purposes of this Act, or for the purposes of those provisions of the *Development Act 1993* that are relevant to heritage.

Meetings and member commitment

- Meetings occur approximately every five weeks. Usually there is no meeting in January.
- Meeting time: currently held on a Thursday morning from 2- 4 hr period.
- Council have a regional meeting planned for 5, 6 and 7 April 2024. This would be the first meeting for newly appointed members. Council will be visiting Burra, Beltana and Nilpena.
- Sitting fees are payable in accordance with Department of Premier and Cabinet Circular # 16. Travel and accommodation allowances may be paid subject to government travel policy. Out of session is also payable for working groups and approved activities.
- Meeting materials such as an agenda and papers will be provided electronically before each meeting in line with the Government's commitment: *Digital by Default*.
- Members are required to review meeting material before meetings.
- The Council Chair and Deputy Chair have additional responsibilities between meetings including speaking to the media around listing decisions and advocacy.
- Appointments are up to three years. Members are eligible for re-appointment at the end of their term.
- All members of the SA Heritage Council will receive an induction to help them to understand their role and responsibilities.

Attachment 2

CITY OF HOLDFAST BAY

LGA Call for Nominees Part A

South Australian Heritage Council

Governing Statute (if applicable)	Section 5(1)(b) *Heritage Places Act 1993*
Purpose/Objective	Ensures that South Australian places and related objects with heritage significance are protected through entry in the South Australian Heritage Register (Register). This mechanism promotes public understanding and appreciation of the State's heritage.
Administrative Details	• A term of up to three years. Members are eligible for re-appointment at the end of their term. • Meetings occur approximately every six to eight weeks, with no meeting in January. • meetings are held Thursday morning for 2-4 hours. • Meetings are held in person usually at the DEW offices on Waymouth Street. Members can join via Teams if required. • Sitting fees are payable in accordance with Dept of Premier & Cabinet Circular 16 - PC-Circular-016.pdf. Travel and accommodation allowances may be paid subject to government travel policy. Out of session work is also payable for working groups and approved activities.
Selection Criteria (*to be addressed by applicant)*	• Local government knowledge and experience • person with knowledge of or experience in heritage conservation • Demonstrated administrative and strategic experience in heritage matters • See also Member Duty Statement
Liability and indemnity cover	*The LGA requires that persons appointed to Outside Bodies be appropriately insured throughout the period of their appointment and seeks to collect details of the insurances provided by the Outside Body on an annual basis.*

For more information contact: LGA Nominations Coordinator at nominationscoordinator@lga.sa.gov.au or 8224 2030

Attachment 3

CITY OF HOLDFAST BAY

South Australian Heritage Council Nomination Form

Instructions

This form:

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

This nomination form fulfils the requirements of the LGAs Appointments and Nominations to Outside Bodies Policy, available here.

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

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

SECTION 1: COUNCIL to complete

South Australian Heritage Council		
Council Details		
Name of Council submitting the nomination		
Contact details of council officer submitting this form	**Name:**	
	Position:	
	Email:	
	Phone:	
Council meeting date and minute reference		
Nominee Full Name		
elected member ☐ OR employee of council ☐ OR employee of local government entity ☐		
Note: by submitting this nomination council is recommending the nominee is suitable for the role.		

SECTION 2: NOMINEE to complete

South Australian Heritage Council			
Nominee Details *** Denotes a Mandatory Field. The information in this form is provided by the LGA to the relevant Minister/State Government Authority for the purposes of actioning an appointment to an outside body. Successful Nominees may be contacted directly by the relevant body using the information provided in this form.**			
First Name:*		**Gender**	
Middle Name:*			
Surname:*			
Home / Personal Postal Address:*			
Phone:		**Mobile:**	
Personal Email:			
Why are you interested in this role?			
CV	attached ☐ OR forwarding separately ☐		
Response to selection criteria *(if applicable)* *Please refer to the Call for Nominations information sheet for the selection criteria to be addressed.*	*Nominee to provide response to selection criteria (of no more than 2 pages) for consideration by the LGA Board of Directors.* attached ☐ OR forwarding separately ☐		

Do you agree for your details to be retained on the LGA Nominees Database for a period of 12 months in order to be considered for other vacancies on Outside Bodies?

Yes ☐ OR No ☐

If Yes, please list any fields of interest or Outside Bodies of interest:

-
-
-

Undertaking:

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

Yes ☐ No ☐

Signature of Nominee: _____

Item No: 15.4

Subject: **CONSULTATION RESULTS ON LIVEABLE GROWTH STRATEGY AND LOCAL AREA PLAN**

Summary

The purpose of this report is to present the outcomes of community engagement on the first phase of the Liveable Growth Strategy and Local Area Plan. The engagement sought feedback on the proposed goals and objectives that will guide the development of the strategy and plan, as well as the community's preferred housing options.

Community engagement was undertaken from Thursday 3 September 2026 to Tuesday 6 October 2026, with a total of 14 submissions received. Feedback has been reviewed and used to inform the proposed goals and objectives now presented to Council for endorsement, together with the identification of precincts for future housing growth.

Recommendation

That Council:

1. **notes the responses received through community engagement on the first phase of the development of the Liveable Growth Strategy and Local Area Plan;**

2. **approves the goals and objectives provided in Attachment 2, subject to minor editorial or typographical changes; and**

3. **notes the precincts identified for further investigation as part of the development of the Liveable Growth Strategy and Local Area Plan.**

Background

In March 2025, the State Government released the Greater Adelaide Regional Plan (GARP) that provides the blueprint for managing and supporting growth across Greater Adelaide. The GARP identifies areas requiring further local investigation through the preparation of Local Area Plans.

Under the *Planning, Development and Infrastructure Act 2016*, councils are required to prepare Local Area Plans. These plans are currently required to be completed and approved by the Minister by June 2028.

While Local Area Plans focus on specific, State-defined locations within the council area, there is merit in developing a complementary council-wide strategy to guide future growth. The proposed Liveable Growth Strategy will provide a broader, long-term framework to support housing, employment and population growth across the City of Holdfast Bay.

The strategy will also assist Council to coordinate the planning and delivery of infrastructure, services, community facilities and public spaces required to support a growing and changing population, while maintaining and enhancing the city's liveability and character.

At the Elected Member Workshop held on 5 May 2026, draft objectives were presented to inform the development of both the Local Area Plan and Liveable Growth Strategy. The objectives were drafted to reflect the key considerations and outcomes that will inform how Council will facilitate and support growth within the City of Holdfast Bay.

Community consultation on the draft objectives was endorsed by Council meeting held on 28 July 2026 (C280726/9455). The draft objectives covered the following areas:

1. Community wellbeing
2. Heritage and Character preservation
3. Housing diversity
4. Housing affordability
5. Tree canopy targets – public and private
6. Climate resilience
7. Changing demographics
8. Access to shopping and services
9. Employment
10. Movement and Transport
11. Assets and Infrastructure
12. Coastal protection
13. Visitation/tourism
14. Financial sustainability.

To connect these objectives with the broader purpose of the Liveable Growth Strategy and Local Area Plan, the engagement also sought feedback on the goals that should guide their development. Suggested goals included:

1. Creating liveable communities with a high quality of life
2. Supporting great communities that make it easy to live locally
3. Improving connections to jobs, services, shops and transport
4. Ensuring housing is accessible for all ages and abilities
5. Providing environmentally sustainable and climate resilient homes
6. Age and ability appropriate
7. Increasing housing affordability and choice
8. Supporting healthy, safe and inclusive communities
9. Ensure infrastructure capacity supports future growth while maintaining long-term financial sustainability.

Respondents to this section were also invited to suggest their own thoughts on what goals should be incorporated.

The engagement also sought feedback on preferred locations for low, medium and high-rise development, together with housing needs that should be considered in planning for future growth.

Report

Engagement Summary

Community engagement on the Liveable Growth Strategy and Local Area Plan was undertaken from Thursday 3 September 2026 to Tuesday 6 October 2026. The engagement was promoted through Council's website, YourHoldfast, social media channels and posters displayed at Council libraries and community centres. A total of four drop-in sessions were also held at the Brighton and Glenelg libraries.

Information about the Liveable Growth Strategy and Local Area Plan was made available through the YourHoldfast website, which also included an online survey. Participants were also able to utilise hard copies that were made available at Council libraries and community centres. This engagement resulted in a total of 14 submissions being received; 13 online; and one hard copy.

While the number of submissions received was limited, the engagement attracted broader interest, with 260 visits to the YourHoldfast page. This indicates a higher level of interest in accessing information about the strategy and plan than in formally responding to the consultation.

A summary of the feedback is provided below:

1. The highest level of support was recorded for the goals "Creating liveable communities with a high quality of life" and "Ensuring infrastructure capacity supports future growth while maintaining long-term financial sustainability".

2. There was overall support for the proposed objectives for the Local Area Plan and Liveable Growth Strategy, with weighted scores ranging between 3.21 to 4.36.

3. Three respondents identified the following locations as suitable for low-rise development:

    - west of Brighton Road;
    - King Street, Brighton;
    - The Esplanade and Moseley Street, Glenelg.

4. Eight respondents identified the following locations suitable for medium-rise development:

    - along arterial roads;
    - the tram and train corridors;
    - The Esplanade;
    - Jetty Road, Brighton;
    - adjacent large open space areas.

5. Nine respondents identified the following locations suitable for high-rise development:

    - along arterial roads;

- adjacent the tram and rail corridors;
- Jetty Road, Glenelg, and surrounds;
- The Patawalonga frontage;
- The Esplanade;
- Jetty Road, Brighton.

6. The Esplanade was also identified by respondents as a location where high-rise development should not occur, demonstrating differing views about the suitability of this location for increased building heights.

7. Aged care and social housing were the most commonly identified housing needs, with four responses referring to these housing types.

8. General comments also identified a range of matters for consideration in planning for future growth, including:

- traffic and parking;
- noise impacts;
- scale and design of new development;
- public realm amenity; and
- increased housing diversity and affordability.

A copy of the engagement Community Engagement Report is included as Attachment 1

Refer Attachment 1

Goals and Objectives

The engagement identified two goals with the highest levels of community support:

- Creating liveable communities with a high quality of life.
- Ensuring infrastructure capacity supports future growth while maintaining long-term financial sustainability.

An equal number of respondents (6) identified support for “Supporting great communities that make it easy to live locally” and “Improving connections to jobs, services, shops and transport”. These goals have a similar long-term direction, with both focused on supporting communities where people can readily access the services, facilities and opportunities required for everyday life.

Having regard to the engagement feedback, the following three overarching goals are proposed to guide the Liveable Growth Strategy and Local Area Plan:

- Creating liveable communities with a high quality of life.
- Supporting great communities that make it easy to live locally.
- Ensure infrastructure capacity supports future growth while maintaining long-term financial sustainability.

Given the overall level of support for the draft objectives, no substantive changes are proposed. Minor refinements have, however, been made to their structure and wording,

including the incorporation of more specific actions to improve their clarity and provide a stronger basis for measuring progress and outcomes.

The three overarching goals provide a framework under which the objectives and associated actions can be aligned, demonstrating how their implementation will contribute to the desired long-term outcomes. The proposed goals, objectives and actions for inclusion in the Liveable Growth Strategy and Local Area Plan are provided in Attachment 2.

Refer Attachment 2

Precincts for Further Investigation

Feedback received through the community engagement, together with the views expressed at the Elected Member workshop held on 20 October 2026, has informed the identification of the following precincts for further investigation:

Medium-rise locations:

- along arterial roads;
- the tram and train corridors;
- The Esplanade;
- Jetty Road, Brighton;
- adjacent large open space areas.

High-rise locations:

- along arterial roads;
- adjacent the tram and rail corridors;
- Jetty Road, Glenelg, and surrounds;
- The Patawalonga frontage.

These areas generally align with the State Significant Infill Areas and Local Infill Investigation Areas identified through the Greater Adelaide Regional Plan within the City of Holdfast Bay.

While Jetty Road, Brighton, has been highlighted as having potential for medium-rise development, further investigation should be limited to the area directly adjacent the rail corridor and towards Brighton Road to preserve the existing character of the commercial precinct at the western end of Jetty Road.

A heritage review is also currently underway and may identify areas warranting additional protection through Historic Area Overlays or the identification of Local Heritage Places. The outcomes of this work will be considered as part of any further investigation of growth opportunities.

Importantly, the identification of these precincts for further investigation does not represent a decision to increase building heights or residential densities. Rather, the precincts represent areas considered to have potential to contribute to future housing growth to support the achievement of the housing growth goals and objectives.

Further investigations will be required to determine the appropriate form, scale and capacity for additional housing, having regard to matters including local character and heritage,

infrastructure capacity, transport and accessibility, public realm, environmental considerations and long-term financial sustainability.

Budget

The preparation and delivery of the Liveable Growth Strategy and Local Area Plan are funded through existing allocations within Council's Annual Business Plan.

Life Cycle Costs

Not applicable

Strategic Plan

The Liveable Growth Strategy supports the following objectives of the Strategic Plan *Our Holdfast 2050+*:

- Design, build and manage public places that actively facilitate positive interactions and provide access to all people.
- Support built heritage protection and enhancement while promoting quality infill development.
- Create vibrant precincts that contribute to economic success and social vitality and provide unique experiences for locals and visitors alike.

Council Policy

Community Engagement Policy

Statutory Provisions

Planning, Development and Infrastructure Act 2016, section 44

Written By: Senior Strategic Land Use Planner

General Manager: Strategy and Corporate, Mr A Filipi

Attachment 1

CITY OF HOLDFAST BAY

CITY OF HOLDFAST BAY

Community Engagement Report

Liveable Growth Strategy

Consultation period

Thursday 3 September to 3pm Tuesday 6 October 2026

Purpose of engagement

Under changes to the *Planning, Development and Infrastructure Act* 2016, the state government has legislated councils to prepare a Local Area Plan to show how housing targets set out in the regional plans will be achieved. The City of Holdfast Bay is within the Greater Adelaide Regional Plan, with state-led investigations for significant infill areas identified, along with local infill investigation areas that councils will be responsible for.

While State-led investigation areas and Local Area Plans will identify location-specific opportunities, communities are shaped by more than geographic boundaries. The Liveable Growth Strategy provides a city-wide framework to guide Council's response to growth, with a focus on movement, infrastructure and service provision. By considering community needs across the whole city, the Strategy will inform actions that support the housing, services, facilities and infrastructure needed for a growing, connected community.

This engagement is the first of three phases of engagement to inform the Liveable Growth Strategy and Local Area Plan. The purpose of phase 1 engagement is to:

1. Seek feedback on the goals and objectives that should guide the Local Area Plan and Liveable Growth Strategy.

2. Understand the community's views on the types of housing that could be provided across the city to accommodate future population growth.

3. Understand the community's views on the location of low, medium and high-rise development across the city.

Overview

Community engagement for the Liveable Growth Strategy project was hosted on our engagement platform: http://www.yourholdfast.com/lps

The community were able to share their feedback by:

- An online survey on http://www.yourholdfast.com/lps
- Hardcopy surveys
- Four drop-in sessions
- Written feedback (via mail or email)
- Phone

How people responded:

- 13 participants responded to the survey online
- 1 hardcopy (added by administration to the database)
- 0 emails

Promotion of engagement

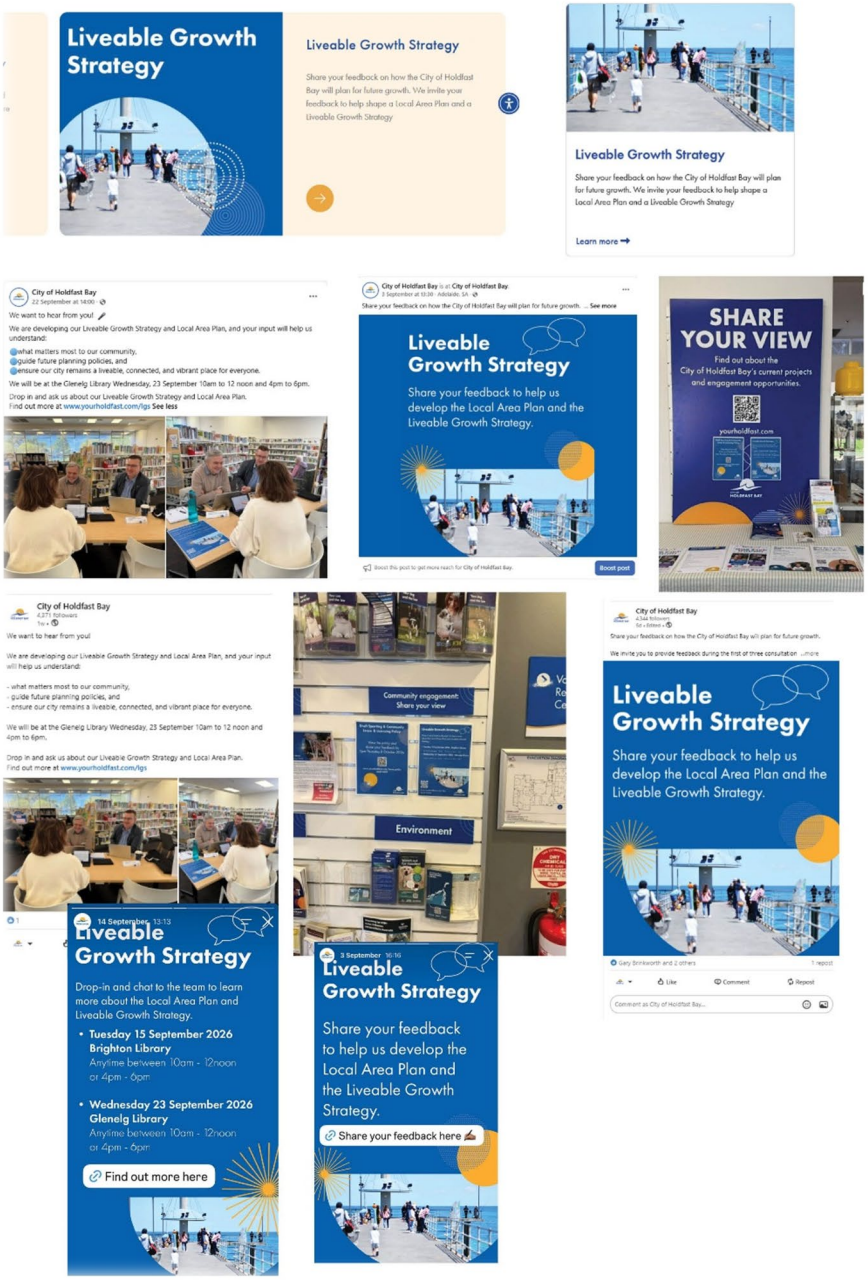
This engagement was promoted in the following ways:

- Homepage of YourHoldfast (200 visitors)
- Council website homepage campaign (Thursday 3 September– 1 October)
- Holdfast News – 17 September 2026
- Two LinkedIn post – 3 September and 22 September 2026 (reaching 4,372 followers)
- Two Instagram stories – 3 September and 14 September 2026 (reaching 6,028 followers)
- Two Facebook posts 3 September and 22 September 2026 (reaching 17,819 followers)
- Posters at the libraries and the Civic Centre
- A total of four drop in sessions, two at Glenelg and two at Brighton libraries.

Prior to the formal commencement of the engagement, a period of pre-education was conducted to provide the community with the background and purpose of the Liveable Growth Strategy and Local Area Plan. This information was provided on the YourHoldfast website from August 2026 and was supported with emails to local resident groups including 5049 Coastal Community Association and Holdfast Bay Residents Alliance advising them of the pre-education material on the website and upcoming community engagement.

During the community engagement period, emails were sent to members of the Disability Access and Inclusion Network (DAN) to seek feedback from people living with disability or impairment on how our community should be shaped.

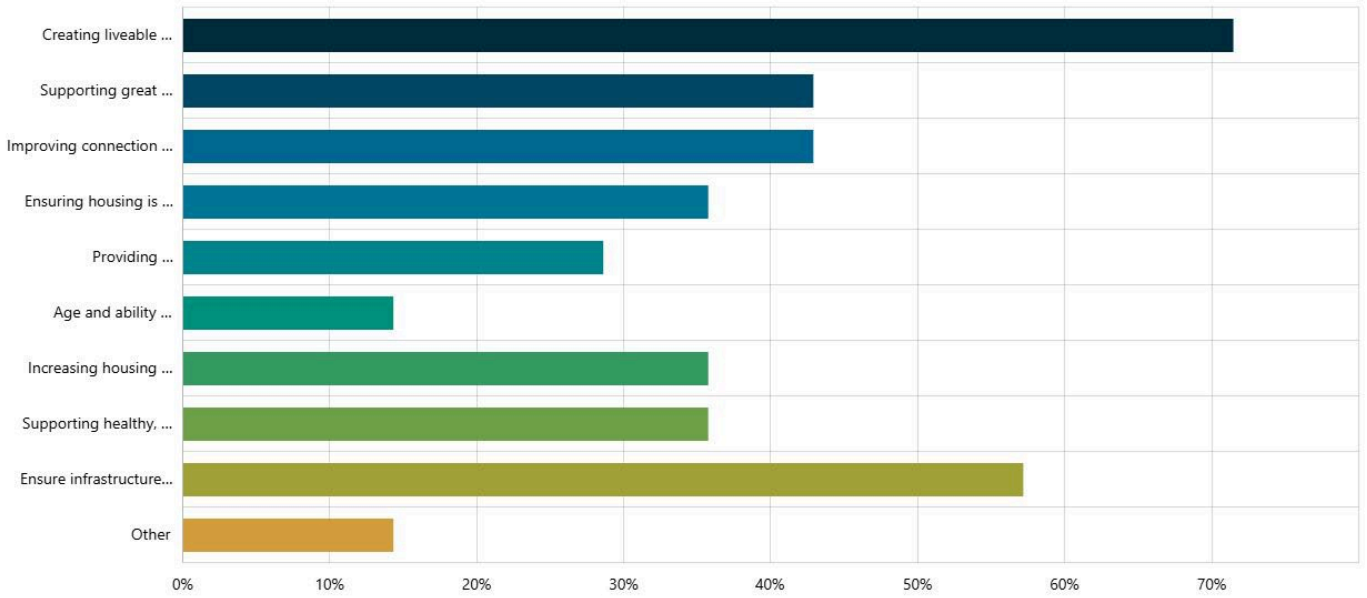
Example of promotions



Survey Results

14 participants responded to the survey; below are the results and summaries for each question. It is acknowledged that 1 response included comments of a discriminatory nature based on religion, and while other comments provided in response to the survey have been included, the discriminatory comments have been excluded in accordance with clause 2.7 of the Council Anti-Discrimination Policy.

1. What should be the goals for housing within the City of Holdfast Bay?



Goal	Percent	Count
Creating liveable communities with a high quality of life	71.4%	10
Supporting great communities that make it easy to live locally	42.9%	6
Improving connections to jobs, services, shops and transport	42.9%	6
Ensuring housing is accessible for all ages and abilities	37.7%	5
Providing environmentally sustainable and climate resilient homes	28.6%	4
Age and ability appropriate	14.3%	2
Increasing housing affordability and choice	37.7%	5
Supporting healthy, safe and inclusive communities	37.7%	5
Ensure infrastructure capacity supports future growth while maintaining long-term financial sustainability	57.1%	8
Other	7.1%	1

There were two goals that were included in over half of the response, with “creating liveable communities with a high quality of life” receiving 10 responses in support, along with “Ensure infrastructure capacity supports future growth while maintaining long-term financial sustainability” receiving a total of 8 responses. All other goals received support from less than fifty percent of the responses.

For the “other” category, this response referenced “pedestrian safety – traffic, footpaths and lighting”.

2.How supportive are you of the proposed objectives for the Local Area Plan and Liveable Growth Strategy?

Objective	Strongly Do Not Support	Do Not Support	Neutral	Support	Strongly Support	Weighted Score
Community Wellbeing	0	0	2	6	6	4.29
Heritage and Character Preservation	0	1	4	4	5	3.93
Housing Diversity	2	0	4	4	4	3.57
Housing Affordability	1	1	3	3	6	3.86
Tree Canopy Targets – Public and Private	2	1	1	3	7	3.86

Climate Resilience	2	0	2	3	7	3.93
Changing Demographics	0	3	6	4	1	3.21
Access to Shopping and Services	0	0	3	5	6	4.21
Employment	0	2	5	6	1	3.43
Movement and Transport	0	0	2	5	7	4.36
Assets and Infrastructure	0	0	5	4	5	4.00
Coastal Protection	1	0	2	5	6	4.07
Visitation/Tourism	1	1	4	6	2	3.50
Financial Sustainability	0	0	3	7	4	4.07

There was overall support for the proposed objectives for the Local Area Plan and Liveable Growth Strategy with weighted scores ranging between 3.21 and 4.36.

Respondents indicated strong support for the following objectives, with weighted scores higher than 4.0:

1. Community Wellbeing (4.29)
2. Access to Shopping and Services (4.21)
3. Movement and Transport (4.36)
4. Coastal Protection (4.07)
5. Financial Sustainability (4.07)

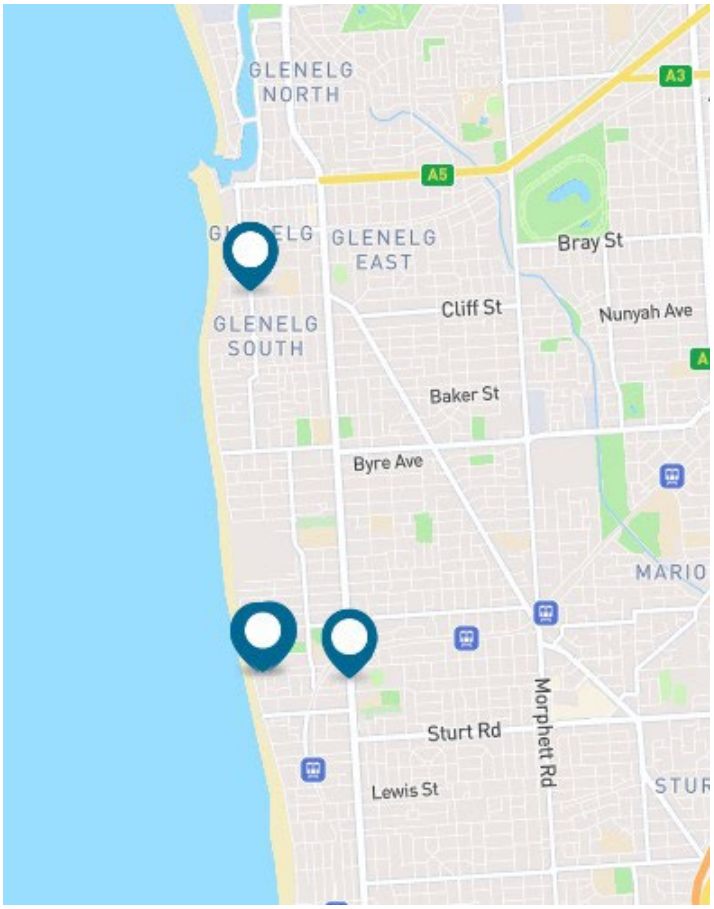
Respondents indicated clear support for the following objectives, with weighted scores between 3.6 – 4.0:

1. Heritage and Character Preservation (3.93)
2. Housing Affordability (3.86)
3. Tree Canopy Targets – Public and Private (3.86)
4. Climate Resilience (3.93)
5. Assets and Infrastructure (4.0)

Respondents indicated moderate support for the following objectives, with weighted scores between 3.2 – 3.6:

1. Housing Diversity (3.57)
2. Changing Demographics (3.21)
3. Employment (3.43)
4. Visitation /Tourism (3.50)

3. Where do you think low rise housing (1-2 storeys) should be located within the City of Holdfast Bay?

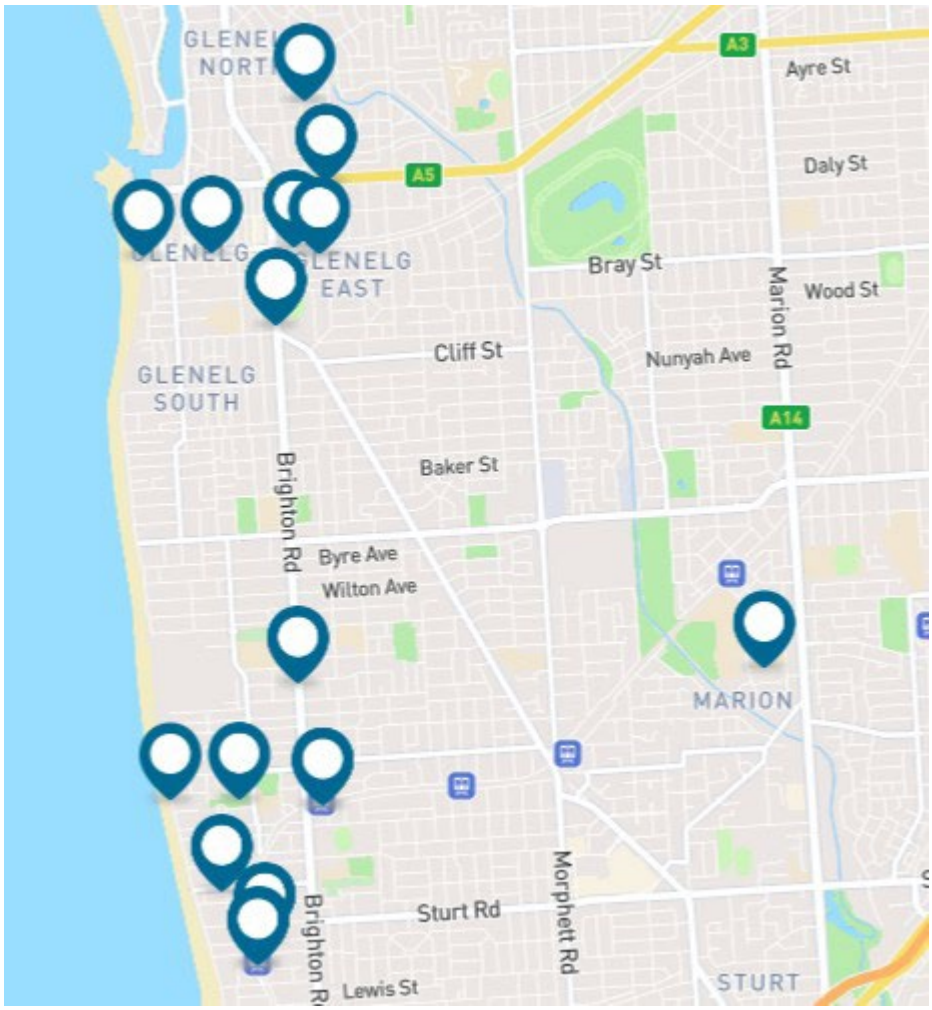


A total of 3 people identified locations for low-rise development, including the following locations:

- West of Brighton Road
- King Street, Brighton
- The Esplanade and Moseley Street, Glenelg

Comments provided in support of these locations identified that traffic volumes were an issue in local streets and that the existing character and heritage should be preserved.

4. Where do you think mid-rise housing (3-6 storeys) should be located within the City of Holdfast Bay?

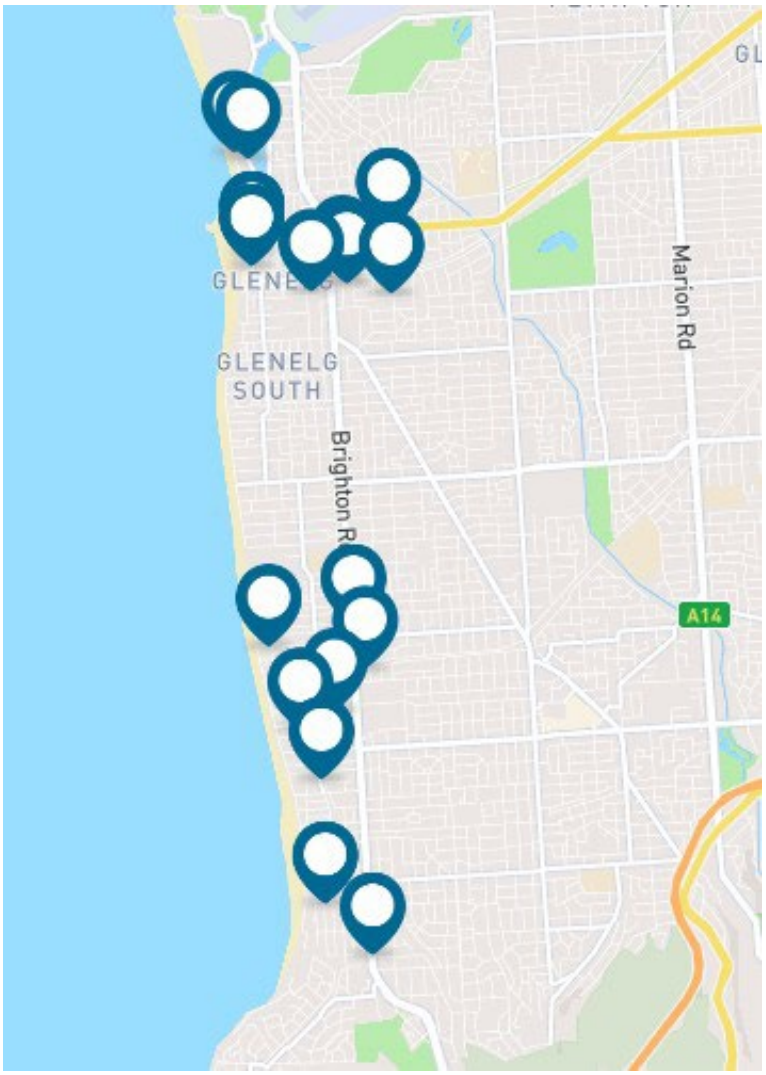


Responses from a total of 8 people indicated that medium-rise development should be located at:

- Along main roads, in particular:
    - Brighton Road
    - Anzac Highway
    - Seacombe Road
- Along the tram corridor
- On rail corridors, particularly adjacent the stations
- The Esplanade
- Jetty Road, Brighton
- Adjacent large open space

Comments indicated that these locations were identified due to the ability to access local shopping or transport options, reducing the need for vehicle use.

5. Where do you think high-rise housing (7+ storeys) should be located within the City of Holdfast Bay?



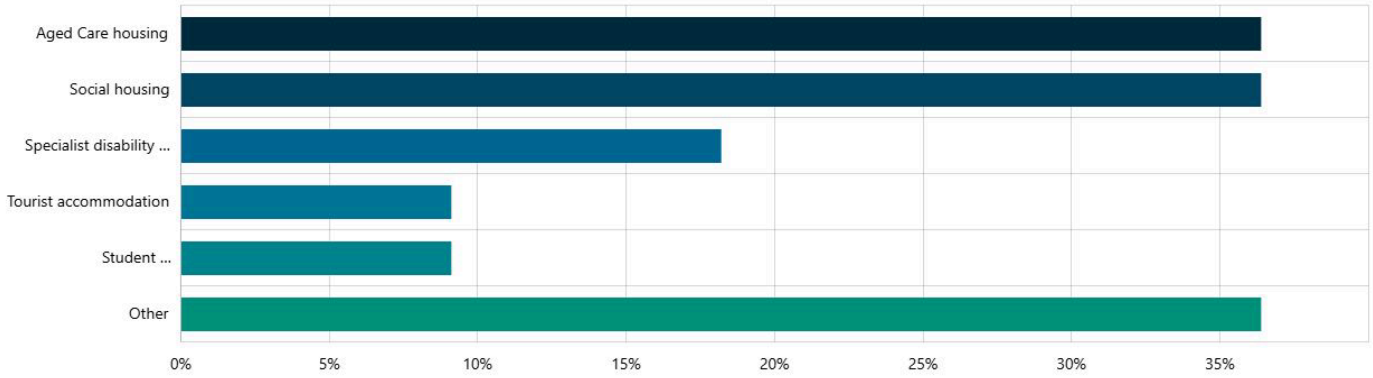
The nine (9) respondents to this question indicated that the following locations were preferable for high-rise development:

- Along main roads, in particular:
    - Brighton Road
    - Anzac Highway
    - Seacombe Road
- Adjacent the tram corridor
- Adjacent the rail corridor, particularly adjacent the stations
- Glenelg entertainment precinct
- Jetty Road, Glenelg and surrounds
- Patawalonga frontage
- The Esplanade
- Jetty Road, Brighton

Comments provided in relation high-rise locations indicated that the proximity to public transport and existing high-rise supported many locations. The ability to take advantage of coastal views was also indicated as a reason for some locations.

It is also acknowledged that the Esplanade was identified as an area that should not be subject to high-rise development, contrary to the above feedback.

6. Would you like to see any more particular types of housing in Holdfast Bay?



Answer Choices	Percent	Count
Aged Care housing	36.36%	4
Social housing	36.36%	4
Specialist disability housing	18.18%	2
Tourist accommodation	9.09%	1
Student accommodation	9.09%	1
Other	36.36%	4
Total	100.00%	11

Other includes:

- Aesthetic high rise apartment buildings in areas beyond just Glenelg and not just along coastline. Eg along Jetty Rd Brighton or along Brighton Rd further south
- None of the above
- Apartment living, independent living units, seniors appropriate housing

General comments

Community feedback highlighted a desire for growth and development to be carefully managed so that it does not diminish the area's established character, amenity, and liveability. Many respondents supported development but emphasised that it should be balanced with the comfort, safety, and quality of life of existing residents.

Key concerns related to:

1. Traffic and parking
2. noise impacts.
3. scale and design of new development
4. Public realm amenity
5. Increased housing diversity and affordability

Participants noted that increasing residential density and redevelopment are placing additional pressure on local streets, which they believe are not designed to accommodate current traffic volumes. Concerns were raised about insufficient on-site parking, leading to greater demand for street parking, as well as behavioural

issues associated with higher-density areas that are perceived to negatively impact local amenity. Several respondents suggested stronger government action, including legislative changes and technologies such as noise-detection cameras.

There was also concern about the scale and design of new development, with some residents feeling that certain streets are being overdeveloped through an increase in multi-storey buildings, boundary-to-boundary construction, and approvals that do not adequately consider neighbourhood character, visual amenity, solar access, or infrastructure capacity. Questions were raised about whether planning decisions sufficiently account for future parking demand and overshadowing impacts on neighbouring properties.

Feedback on the public realm was mixed. While some respondents acknowledged the benefits of street trees, others felt that tree planting should be more selective due to impacts on parking availability, lighting, and maintenance.

Maintaining the area's relaxed, beachside, family-friendly atmosphere was identified as a priority. Respondents generally supported tourism, entertainment, and higher-density housing in appropriate locations but sought planning outcomes that protect pedestrian safety and community amenity.

Some participants expressed support for increased housing diversity and affordability, including more social housing and specialist disability accommodation. There was also support for concentrating higher-density development within walking distance of public transport corridors, particularly around train and tram stations, to accommodate growth more sustainably. Overall, respondents recognised the need for growth but called for better integration of development with transport, parking, infrastructure, and neighbourhood amenity considerations.

See appendix 1 for full comments

Drop-in Session Summary

A total of four (4) drop-in sessions were conducted during the engagement session at the following times and locations:

1. Brighton Library – Tuesday 15 September at 10.00am to noon
2. Brighton Library – Tuesday 15 September at 4.00pm to 6.00pm
3. Glenelg Library – Wednesday 23 September at 10.00am to noon
4. Glenelg Library – Wednesday 23 September at 4.00pm to 6.00pm

Across these sessions, two (2) visitors attended to discuss the Liveable Growth Strategy, with a summary provided below:

Visitor 1 – Brighton Library at 11.30am

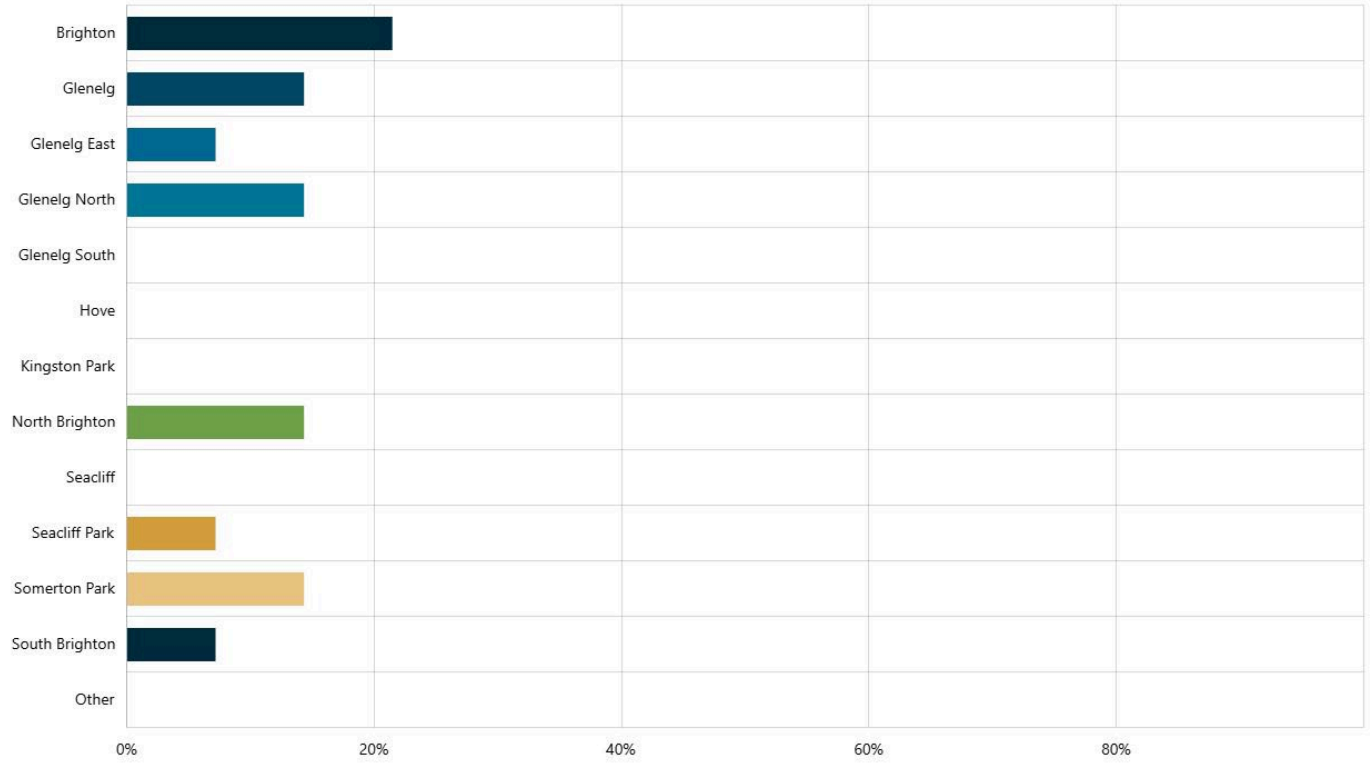
- Asked the question if this was purely a housing strategy. It was clarified that it was a growth strategy with accommodating more housing as a main driving force; however, this also looked at how people would live and the types of homes they will need to connect, work and participate in the community.
- They were pleased that this was more than just housing and was a holistic plan for growth as it considers infrastructure, movement and how people live in the community.
- They took a hard copy of the survey to investigate if this was something that they wanted to comment on.

Visitor 2 – Glenelg Library at 5.35pm

- Wanted to raise concerns over the impact growth could have on traffic along Colley Terrace. While they supported buildings being built higher in the area, traffic created additional noise that impacted residents due to the behaviour demonstrated by some drivers attracted to the precinct.
- Recent road work has created a barrier between the residential area of Glenelg and Colley Reserve as pedestrians no longer have safe places to cross. This prevented access to the open space that they need to utilise as their main recreation area.
- Traffic also banks up along Colley Terrace due to the new traffic lights and creates additional barriers for residents. We responded that additional works will be conducted once the latest construction of apartment buildings are completed on Colley Terrace.
- There are issues with homelessness in the area demonstrating how affordable housing is an issue

Demographic information

Suburb



Suburb	Percent	Count
Brighton	21.4%	3
Glenelg	14.3%	2
Glenelg East	7.1%	1
Glenelg North	14.3%	2
Glenelg South	0%	0
Hove	0%	0
Kingston Park	0%	0
North Brighton	14.3%	2
Seacliff	0%	0
Seacliff Park	7.1%	1
Somerton Park	14.3%	2
South Brighton	7.1%	1
Other	0%	0
Total	**100%**	**14**

Website Statistics

Below is the information regarding how people accessed and viewed the project page.

300 views	**260 visits**	**200 visitors**	**1 follower**

Views – The number of times a Visitor views any page on a Site.
Visits – The number of end-user sessions associated with a single Visitor.
Visitors – The number of unique public or end-users to a Site. A Visitor is only counted once, even if they visit a Site several times in one day.
Followers – The number of Visitors who have 'subscribed' to a project using the 'Follow' button

How people accessed the website

Below shows how people accessed the website.

Access source	Visits
Direct	159 (61.2%)
Social media	22 (8.5%)
Websites	38 (14.6%)
Search engines	40 (15.4%)

Appendix 1 – Survey Results Response Data

All comments are written verbatim

General comments

Contribution ID	General comments
15258	With McCauley bringing in a high volume of traffic alongside visitors to the beach, in an area where street widths were built for horse and cart, some of the planning development approvals are not taking into consideration the number of cars people are bringing to these subdivision or extension properties. Not a NIMBY; however, many of the properties are small in size, built for retirees, and adding an extra storey increases the living space, but it seems to lack future vision of "where is everyone parking"? Also, how do we promote solar when approvals for multi-storey buildings next to a single-storey buildings with solar panels are being approved?
15285	We live on Colley Terrace and accept need for entertainment and tourism facilities and accept need for hir high-rise apartment living. We do not accept it being a traffic corridor with speeding, hooning and idling buses which make it unnecessarily a high noise precinct with pedestrian safety issues.
15217	There is not enough social housing around for people on low incomes. Same for specialist disability housing. Glenelg is a good place to live for people needing high physical support.
15298	Streets like Rossall road are being over developed, too many double story buildings are being approved. Why? Buildings are being built on boundaries, it looks terrible. Council approve anything now, disgraceful!
15312	Growth must be balanced with comfort and safety for those who already live here. New developments should include adequate parking and space for bins. Not every street needs trees. Yes they have benefits but the also make mess, limit parking and block street lighting. Noise from dogs, as well as vehicles (hooning) is increasingly a factor and local and state government should work together to address this, changing legislation if necessary. Noise detection cameras would be a great option. The relaxed, peaceful and family friendly atmosphere of the beach needs to be maintained above all else as that is the main attraction.
15218	Go hard within 400-800m of train and tram stations. The NIMBYs don't represent everyone.

Attachment 2

CITY OF HOLDFAST BAY

Goals and objectives for Liveable Growth Strategy



Goal 1 – Liveable communities with a high quality of life

- <u>Heritage and Character preservation</u>
  While new development will be required to accommodate population growth, it is important to recognise and protect the historic character of our city. Preserving State and Local Heritage Places, as well as important historic and character areas, will be critical to acknowledging this character. This will be achieved through heritage reviews to identify new properties for potential listing and areas that provide a distinct character worthy of inclusion as overlays in the Planning and Design Code.

- <u>Housing affordability</u>
  The Holdfast Bay area has higher purchase and rental prices than the state average. Housing can become more affordable where there is a greater range of housing types are available. Encouraging diversity in lot sizes, bedroom numbers and build form can help provide homes at different price points and support people at various life stages to live in the area. Planning policy will also need to support development that is economically viable for housing at a lower price point to be delivered.

- <u>Tree canopy targets – public and private</u>
  Council seeks to increase tree canopy over both the public and private land to a total of 16.6% by 2050. It is important that growth does not compromise the ability to achieve this goal by encouraging an increase in tree canopy to enhance amenity and reduce urban heat.

- <u>Climate resilience</u>
  New development should encourage sustainable design, reduce energy consumption and allow for appropriate green space. The neighbourhoods should be cooler, greener and increase biodiversity while transitioning towards a low carbon region. Council will continue to seek policy improvements to achieve this outcome.

- Visitation/tourism
  Visitors and workers from outside the council area will need adequate transport options to access their destinations. Key tourist destinations adjacent the coast will need to continue to provide visitor accommodation and event spaces to support year-round activation.

Goal 2 – Supporting great communities that make it easy to live locally

- Community wellbeing
  Wellbeing is about how people feel and function in their everyday lives. People should feel connected, supported, and able to participate in their community. This supports the physical, mental, social and emotional health where people feel that they belong, have purpose, and have access to the things that help you live well. Wellbeing is shaped by what is within reach of your daily life, including the relationships, the local environment along with opportunities to connect and participate with new housing located to support this.

- Housing diversity
  Growth should be accommodated through a range of housing types that meet the needs of the community. Retaining the existing detached housing is important to provide family homes. Housing diversity will be achieved through medium-density housing, including "missing middle" housing being encouraged in areas close to public transport and services. Higher-density development should continue to be consolidated in the existing areas around Glenelg.

- Changing demographics
  Encouraging housing diversity in the right locations is important to provide different forms of housing for the various stages of life. It is important that Council should encourage the wellbeing of all age groups by encouraging new housing close to retail and services to allow for more equitable access. Employment, retail and services also need to be accessible to in the wider community by having them located adjacent public transport networks or close to walking and cycling networks.

- Access to shopping and services
  Larger scale shopping and services should be located on the main corridors, so they are accessible to the community by various transport options. Local shopping and services can be in appropriate areas across the city to allow convenient access to day-to-day needs.

- Employment
  Existing employment land will need to be protected to ensure local jobs are maintained. By placing medium-density housing on public transport routes, people will be able to access employment in surrounding areas and the CBD. Employment in the City of Holdfast Bay focuses on tourism and health services, and precincts should be provided to accommodate businesses associated with these industries.

Goal 3 – Ensure infrastructure capacity supports future growth while maintaining long-term financial sustainability

- Assets and Infrastructure
  Growth will need to consider the impacts on existing infrastructure, including Council assets and infrastructure managed by external providers. Changes should be assessed to ensure existing systems have adequate capacity to accommodate increased densities. Council will

also need to work with neighbouring t Council's to understand any cross-boundary impacts on local infrastructure systems.

- Movement and Transport
  Transport must be safe, efficient and accessible for all. Infill housing should be located in close proximity to services or near cycle paths or high-frequency public transport to encourage active travel through walking and cycling, as well as promoting the use of public transport. Street trees and other green infrastructure can improve amenity, provide shade and reduce temperatures, making active travel more attractive. On-street and off-street parking will need to balance the needs of commuters, visitors, residents and businesses.

- Coastal protection
  The coast is a key location for the community, providing recreation, tourism and important environmental value. New development should not compromise the coast through impacts associated with water quality, sand and dune protection and climate change.

- Financial sustainability
  Council's approach to strategic planning for growth will need to maintain long-term financial sustainability so it can continue to deliver short, medium and long-term community priorities.

Item No: 15.5

Subject: **BRIGHTON SPORTS AND SOCIAL CLUB – INTERIM SUBLICENCE TO BRIGHTON CRICKET CLUB**

Summary

This report seeks Council's consent for Brighton Sports and Social Club Incorporated (BSSC) to grant Brighton Cricket Club Incorporated (BCC) an interim sublicence for the 2026-27 cricket season. The interim arrangement will provide documented seasonal occupation and operational responsibility while BSSC, BCC and Brighton Districts and Old Scholars Football Club Incorporated (BDOS) complete negotiations on the longer-term governance and occupation structure for Brighton Oval.

Recommendation

That Council:

1. **consents to Brighton Sports and Social Club Incorporated granting an interim five-month sublicence to Brighton Cricket Club Incorporated;**

2. **authorises the Mayor and Chief Executive Officer to execute and seal any documents required to give effect to the sublicence between Brighton Sports and Social Club and Brighton Cricket Club; and**

3. **notes that a further report will be presented to Council upon finalisation of the agreed ongoing governance and occupation structure for Brighton Oval.**

Background

Council is the landlord of Brighton Oval. Brighton Sports and Social Club Incorporated (BSSC) is the sole tenant under the head lease, which has been renewed to 10 July 2030. Brighton Cricket Club Incorporated (BCC) and Brighton Districts and Old Scholars Football Club Incorporated (BDOS) have historically occupied and operated from the facility as seasonal sporting clubs without formal occupation agreements documenting their respective access, operational control, cost responsibilities and handover arrangements.

During 2026, Council facilitated discussions with BSSC, BCC and BDOS on a more transparent and sustainable governance and occupation model. The preferred pathway is for BSSC to retain the head lease in a limited administrative role, with BCC and BDOS each operating under separate, Council-approved seasonal occupation agreements.

At its meeting on 19 October 2026, the BSSC Committee restored its capacity to conduct business following a number of resignations from the committee and resolved to progress this model. BSSC also resolved to seek Council consent to an interim arrangement for BCC for the

2026-27 cricket season while the detailed long-term arrangements for cricket and football are negotiated.

Report

Interim arrangement

The proposed interim sublicence is intended to provide BCC with documented occupation and operational control for the immediate cricket season from 1 November 2026 to 31 March 2027. It addresses the immediate need for certainty while preserving BSSC's position as head lessee and allowing time for the parties to settle the final governance framework.

Under the head lease, BSSC must obtain Council's prior written consent before granting a sublease, sublicence or other right of occupation. Council approval is therefore required before the interim arrangement can take effect.

Council administration has engaged external lawyers to prepare the interim sublicence so that it is consistent with the BSSC head lease and appropriately addresses operational, financial and risk responsibilities. BSSC has agreed to reimburse Council's reasonable legal costs associated with preparing the document (at the time of drafting this report the sublicence document has not been finalised).

The interim sublicence is not intended to determine the final governance structure. Detailed negotiations will continue between BSSC, BCC and BDOS on the longer-term arrangements, including seasonal boundaries, shared and variable costs, liquor licensing, staffing, maintenance, bookings, reporting, handovers and dispute resolution.

A further report will be presented to Council when the ongoing structure and final occupation agreements have been settled.

Key terms of the draft interim sublicence

Term	Draft provision
Head lessee / sublicensor	Brighton Sports and Social Club Incorporated
Sublicensee	Brighton Cricket Club Incorporated
Premises	Relevant clubroom, operational and shared areas at Brighton Oval
Term	2026-2027 Cricket season commencing 1 November 2026 and ending 31 March 2027
Permitted activities	Cricket activities and associated venue operations, including bar, functions, catering and venue hire, subject to applicable approvals
Operational control	BCC is responsible for day-to-day operations during its operating period, including volunteers, staffing it elects to engage, stock, functions, cleaning, security and ordinary operating supplies
Income and expenditure	BCC retains income attributable to its operations and bears costs attributable to its operating period, subject to agreed shared costs and reconciliations
Utilities and shared costs	Utilities are allocated by actual use or an agreed formula. Shared property costs must be identified, supported and agreed

Term	Draft provision
Liquor licensing and compliance	Operations are conditional on lawful liquor licensing arrangements, required approvals and compliance with applicable legislation
Insurance and risk	BCC must maintain insurance appropriate to its operations and is responsible for claims arising from its conduct, staff, contractors and invitees
Maintenance and reporting	BCC is responsible for operational damage and maintenance reporting; BSSC retains responsibility for matters reserved to it under the head lease
Bookings and handover	Existing bookings, deposits, stock, keys, equipment, utilities and outstanding matters are to be recorded and reconciled at handover
Relationship to head lease	The sublicence is subject to the BSSC head lease and Council's written consent and cannot confer rights beyond the head lease

Shared cost allocation proposed by the clubs

Cost	Allocation
Head lease charges	Football 50%; Cricket 50%
Building insurance	Football 50%; Cricket 50%
Utilities	Actual use for each period; readings or agreed formula for spanning bills
Shared maintenance	Football 50%; Cricket 50% for approved shared items

Community Land

Brighton Oval is owned by Council, is classified as community land under the *Local Government Act 1999* and is recorded in Council's Community Land Register as a Sporting Reserve. The land is included in Council's Sporting Reserves Community Land Management Plan.

The purpose of the Sporting Reserves Community Land Management Plan is to provide sport and recreation opportunities for residents, visitors and the wider community. The Plan permits leases and licences for the use of buildings and facilities for sporting, recreational and community activities, including the operation of a bar, canteen or similar ancillary activity, where the occupation is consistent with the Plan's management objectives.

The proposed interim sublicence provides for cricket and associated facility operations and is consistent with the sporting and recreational purpose for which Brighton Oval is held. As the proposal is for an interim period within the existing BSSC head lease and does not introduce a new or materially different use of the land, no amendment to the Community Land Management Plan is required.

Summary

The interim arrangement is considered the most practical means of supporting continuity of cricket operations for the 2026-27 season. It formalises BCC's occupation, clarifies operational responsibility and reduces the risk associated with continuing under undocumented arrangements.

Approval does not commit Council to the final governance structure. It provides a time-limited transition while the parties complete the detailed work required for durable seasonal agreements for both cricket and football.

Budget

Council has engaged external legal advisers to prepare the interim sublicence. BSSC has agreed to reimburse Council's reasonable legal costs. Accordingly, no material net impact on Council's operating budget is anticipated.

Life Cycle Costs

The interim sublicence does not alter Council's existing asset ownership or lifecycle responsibilities. Maintenance responsibilities during the interim period are addressed through the draft agreement and remain subject to the BSSC head lease.

Strategic Plan

The proposal supports effective use of community sporting facilities, sound governance and the continued delivery of local sport and recreation activities at Brighton Oval.

Council Policy

The proposal is consistent with Council's existing oversight of occupation agreements for community sporting facilities and is subject to the terms of the BSSC head lease and the applicable Community Land Management Plan.

Statutory Provisions

Local Government Act 1999 (SA), including the provisions relevant to Council's management and occupation of community land.

Written By: Manager, Property Services

General Manager: Assets and Delivery, Ms C Hughes

Item No: 15.6

Subject: **BRIGHTON TENNIS CLUB – LANDOWNER CONSENT FOR SIDE GATE AND COMMEMORATIVE PLAQUE**

Summary

Brighton Tennis Club is seeking landowner consent to install a new side gate and a commemorative plaque at the Club's cost.

The proposed plaque will acknowledge that the gate was donated by the Life Members Group and will be approximately 400 mm by 400 mm.

Recommendation

That Council approves landowner consent for the Brighton Tennis Club Inc. to install a new side gate and a commemorative plaque, subject to the conditions outlined in this report, with all costs associated with the works to be the responsibility of the Brighton Tennis Club Inc.

Background

Brighton Tennis Club Inc. occupies the tennis facility at 33 Torr Avenue, Brighton under a licence granted by the City of Holdfast Bay. The licence commenced on 1 July 2024 and expires on 30 June 2029, with a further five-year right of renewal commencing 1 July 2029. The agreement sets out the Club's use of the premises and the responsibilities of the Club and Council for managing the facility and maintaining community access. The key terms of the licence are summarised below.

Term	Licence provision
Licensor	City of Holdfast Bay
Licensee	Brighton Tennis Club Inc
Licence area	Portion of the land in Certificate of Title Volume 5775 Folio 258, known as Brighton Tennis Club, 33 Torr Avenue, Brighton
Term	Five years, commencing 1 July 2024 and expiring 30 June 2029
Renewal	A further term of five years commencing 1 July 2029
Licence fee	$1,000 plus GST per annum, reviewed by CPI on 1 July each year from 2025 to 2029
Permitted use	Community recreational tennis and such other lawful use as Council may consent to in writing
Times of use	Courts 1 to 4 for the Club's exclusive use at all times. Courts 5 and 6 to remain available for community use free of charge, except when required for the Club's organised activities
Maintenance	Council is responsible for the courts, nets and net posts on courts 5 and 6
Public risk insurance	Minimum $20 million per claim

Special Condition 2.3 of the licence says the Club must not make any alterations, additions or modifications to any structure, path or anything built on the land or within the licence area without Council's prior written consent. Special Condition 2.8 also confirms that Council has no liability or responsibility for any fixtures, fittings or other items installed by the Club within the licence area. The Club is seeking landowner consent in line with these provisions.

Report

Brighton Tennis Club – side gate and commemorative plaque

Brighton Tennis Club has requested landowner consent to install a new side gate and a commemorative plaque. The Club has advised that it will meet all costs associated with the supply and installation of the gate and plaque. The proposed plaque is approximately 400 mm by 400 mm and is to include the following wording:

BRIGHTON TENNIS CLUB
INC. 1903
THIS GATE WAS DONATED
BY
THE LIFE MEMBERS GROUP
1985–2024

Attachment 1 to this report provides an image of the subject gate as well as the style of the proposed replacement.

Refer Attachment 1

Landowner consent is sought for the proposed works. Any consent would be subject to the Club obtaining all necessary statutory or operational approvals and ensuring that the installation does not adversely affect the property, existing services or public safety.

Conditions of consent

Landowner consent is subject to the following standard conditions:

- All costs associated with the design, approvals, supply, installation, maintenance, repair, replacement and, if required, removal of the gate and plaque are to be borne by Brighton Tennis Club as the licensee, with no cost to Council.
- The licensee must obtain any necessary statutory, regulatory and operational approvals before commencing the work.
- Final details of the gate and plaque, including their location, dimensions, materials, colour, design and method of fixing, must be approved by Council before installation.
- The works must be undertaken by suitably qualified and insured contractors, in a proper and workmanlike manner, and comply with all applicable legislation, standards and safety requirements.
- The works must not damage or interfere with existing buildings, fencing, underground or overhead services, access, drainage or other Council assets.

- The licensee is responsible for the ongoing maintenance, and presentation of the gate and plaque.

- Council may require the gate and plaque to be removed, and the site reinstated at the licensee's cost upon expiry or termination of the licence, or if the installations become unsafe, damaged, or no longer meet Council requirements.

Budget

There are no budget implications arising from the proposed signage request, the landowner consent request does not alter the total licence area or the annual licence fee payable under the Licence. Any costs associated with the gate alterations will be paid by the licensee.

Life Cycle Costs

There are no additional life cycle costs to Council associated with the request.

Strategic Plan

The proposed landowner consent supports Council's commitment to effective governance and responsible management of Council assets by ensuring improvements to Council property are appropriately assessed and approved.

Council Policy

The proposal is consistent with Council's property management and licensing practices. The proposed gate and commemorative plaque do not alter the area occupied under the Licence, the term of the agreement or the permitted use of the premises.

The proposal is consistent with Council's powers under the *Local Government Act 1999 (SA)* to manage and deal with its property interests and to provide landowner consent for improvements on Council-owned land.

Statutory Provisions

Not applicable

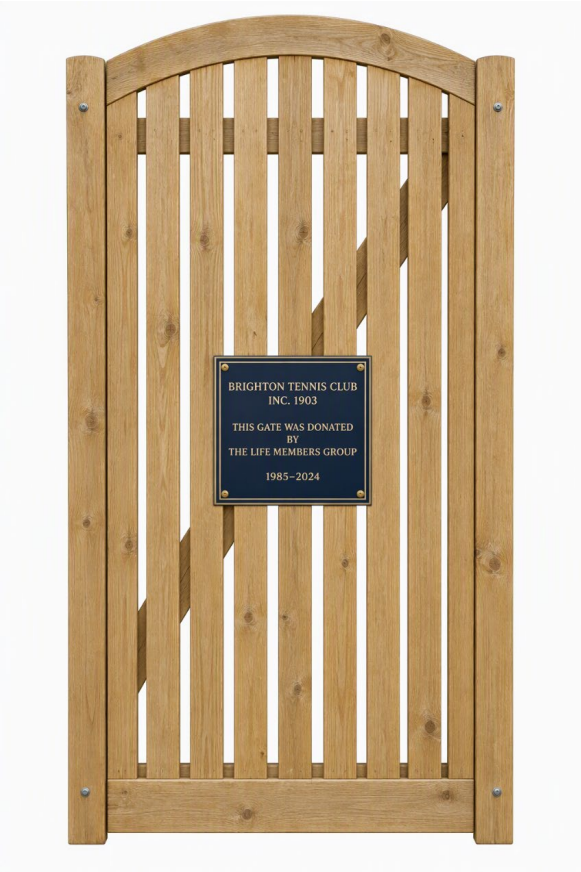
Written By: Property Officer

General Manager: Assets and Delivery, Mrs C Hughes

Attachment 1

CITY OF HOLDFAST BAY

Proposed Commemorative Sign Board & Gate



Location – Existing Gate



Item No: 15.7

Subject: **TRAFFIC MANAGEMENT POLICY AND PARKING POLICY**

Summary

Council has developed new Traffic Management and Parking Policies to provide a consistent and evidence-based framework for managing traffic and parking across the City of Holdfast Bay. The policies align with the Movement and Transport Plan 2026-2030, clarify Council's approach to decision-making, establish transparent assessment frameworks, and define Council's role in managing competing community demands.

This report recommends adoption of both policies and revocation of the existing Parking Control Policy, which will be superseded by the new Parking Policy.

Recommendation

That Council:

1. adopts the Traffic Management Policy presented in Attachment 1;

2. adopts the Parking Policy presented in Attachment 2; and

2. revokes the existing Parking Control Policy presented in Attachment 3.

Background

Traffic management and parking management are among Council's most visible and frequently requested service areas. Council regularly receives requests regarding speeding, traffic volumes, pedestrian safety, school access, parking restrictions, resident parking, and parking enforcement.

These matters have historically been managed through the application of legislation, engineering standards, and professional judgement. While these arrangements have enabled Council to effectively manage day-to-day traffic and parking matters, there has been no policy framework articulating Council's strategic approach to decision-making in these areas.

To address this, administration has developed new Traffic Management and Parking Policies to provide a clear governance framework for the management of traffic and parking across the city. Both policies support Council's Movement and Transport Plan 2026-2030 and provide greater transparency and consistency for Council, Elected Members, staff and the community.

The development of the policies has included consideration of relevant legislation, Australian Road Rules, Australian Standards, Austroads guidance, Department for Infrastructure and Transport (DIT) requirements and Council's strategic objectives.

Two Elected Member workshops were undertaken during policy development to discuss key policy directions. The first was 26 May 2026 on the proposed parking permit arrangements and the second on 2 June 2026 on the proposed policy positions across the Traffic Management Policy and Parking Policy. Feedback received during these workshops informed the final policy positions presented for adoption.

Report

The proposed Traffic Management Policy and Parking Policy establish clear strategic frameworks for managing traffic and parking across the City of Holdfast Bay. Both policies are founded on guiding principles and in alignment with the Movement and Transport Plan.

The policies recognise that road space and parking are finite public resources. The purpose of the polices is to ensure a consistent, equitable, and transparent approach, while balancing the competing needs of residents, visitors, businesses, and commuters that utilise the road network.

Traffic Management Policy

The Traffic Management Policy establishes Council's strategic approach to managing traffic on local roads and public spaces under its care and control. The policy recognises that roads perform both movement and place functions and adopts the Movement and Place Framework as the basis for future traffic management decision-making.

Refer Attachment 1

Key policy positions include:

- adoption of the five guiding principles contained within the Movement and Transport Plan:
    - Safe and Accessible
    - Active and Sustainable
    - Integrated Network
    - Supporting Productivity and Business
    - Innovation and Technology.
- adoption of Council's Movement and Place road hierarchy to guide traffic management decisions across different street types.
- establishment of a transparent and evidence-based assessment process for customer requests, considering factors including:
    - vehicle speeds,
    - traffic volumes,
    - crash history,
    - community interest,
    - proximity to schools, parks and community facilities, and
    - site specific factors.
- clarification of the respective responsibilities of Council, DIT and South Australia Police in relation to traffic management and enforcement activities.

The policy provides a contemporary framework that will provide a consistent, equitable, and transparent approach to traffic management decisions while supporting Council's strategic objectives relating to safety, active transport and neighbourhood liveability.

Parking Policy

The Parking Policy establishes Council's framework to effectively manage and regulate on-street and off-street parking resources under its jurisdiction. The policy recognises that parking is a finite public resource crucial to the accessibility, amenity, and economic vitality of the City.

Refer Attachment 2

Key policy positions include:

- application of guiding principles:
  - safety, access and inclusion
  - evidence-based decisions
  - minimum effective intervention
  - hierarchy and turnover
  - equitable allocation
  - transparency, consistency, and customer experience.
- introduction of a structured framework for assessing requests for new or amended parking controls using technical assessment, parking data and community feedback.
- recognition that Australian Road Rules should generally be relied upon before introducing additional parking controls, with education and enforcement preferred where appropriate.
- establishment of policy positions relating to:
  - narrow streets
  - accessible parking
  - loading zones
  - timed parking
  - paid parking
  - Council-managed car parks
  - resident parking permits
  - enforcement
  - temporary special use parking permits.

The policy provides a clear and transparent governance framework that supports equitable access to parking resources while assisting Council to manage increasing parking demand across the municipality.

The proposed Parking Policy replaces the existing Parking Control Policy. The current policy primarily focuses on operational parking controls and no longer reflects Council's approach to managing parking demand, permit schemes and strategic transport planning. Revocation of the existing policy will remove duplication and ensure a single contemporary policy framework applies across the organisation.

Refer Attachment 3

3P Exemption Parking Permit Scheme

A feature of the proposed Parking Policy is the expansion of the 3P Exemption Parking Permit Scheme. The scheme is currently limited to a defined area in Glenelg. The proposed change does not provide for automatic or unrestricted application of the scheme across the Council area. Rather, it enables Council to consider the scheme as a potential parking management

option in other locations where three-hour parking restrictions are in place and a demonstrated need exists.

Any proposal to introduce the scheme in a new area would be subject to a traffic and parking assessment to determine its suitability, including consideration of local parking demand, land use, and operational impacts. Community consultation would also be undertaken before any expansion is considered.

The scheme allows eligible residents to obtain an exemption from three-hour parking restrictions within their designated local area, while maintaining the broader benefits of parking turnover for visitors, businesses and the wider community.

Key features including eligibility and conditions of use for the scheme include:

- eligibility limited to residents whose primary place of residence is located within an eligible 3P parking area.
- requirement to demonstrate insufficient off-street parking available at the property.
- a maximum of one permit per property.
- permits linked to nominated South Australian registered vehicles.
- exclusion of commercial premises and properties with sufficient off-street parking.
- exclusion of new residential developments approved after 31 December 2026.
- exclusion for dwellings within multi-unit residential developments approved based on specific on-site parking provisions, if issuing permits would undermine the intent of the original planning approval.
- annual permit renewal and associated fees as determined by Council's Fees and Charges Register.
- permits provide exemption only from the applicable three-hour parking limit and do not exempt permit holders from any other parking restrictions or Road Rules.

The scheme provides a balanced approach that recognises the needs of residents while maintaining the effectiveness of timed parking controls and ensuring parking remains available for a broad range of users. The policy outlines clearly defined eligibility criteria and requirements.

The expanded 3P exemption parking permit scheme will come into effect 1 July 2027 for the 2027-28 financial year.

Budget

No budget allocation associated with the Policies.

Implementation of the expanded 3P permit scheme will relate to associated fees and charges. Resourcing for administration, monitoring and enforcement will be subsidised by the fees and charges.

Life Cycle Costs

Not applicable

Strategic Plan

Movement and Transport Plan 2026-2030: 4.4 Parking: Action – Develop a council wide parking policy.

Council Policy

Council Parking Policy
Council Traffic Management Policy
Council Fees and Charges Register
Council Community Engagement Policy
Council Enforcement Policy

Statutory Provisions

Local Government Act 1999
Australian Road Rules
Expiation of Offences Act 1996
Planning, Development and Infrastructure Act 2016
Road Traffic Act 1961 (SA)
Private Parking Areas Act 1986 (SA)
Planning, Development and Infrastructure Act 2016

Written By: Manager Engineering

General Manager: Assets and Delivery, Ms C Hughes

Attachment 1

CITY OF HOLDFAST BAY

CITY OF HOLDFAST BAY

TRAFFIC MANAGEMENT

Council Policy

1. Purpose

1.1 This Policy establishes the framework for the City of Holdfast Bay ("Council") to manage traffic on roads and public spaces under its care and control. Traffic is defined as the movement of people and goods by any mode, including driving, walking, cycling, or using public transport.

1.2 The purpose of this policy is to ensure a consistent, equitable, and transparent approach to traffic management that enhances safety for all users, improves neighborhood liveability, and aligns with Council's strategic vision for a safe, efficient, and sustainable transport network. This policy aims to balance the needs of residents, visitors, businesses, and commuters while promoting active and sustainable transport choices.

2. Scope

2.1 This Policy applies to all public roads and road-related areas owned and maintained by the City of Holdfast Bay. It operates in conjunction with and is subordinate to:

- The *Road Traffic Act 1961* (SA) and subordinate legislation
- The Australian Road Rules
- Relevant Australian Standards and Austroads Guidelines
- Operational instructions and delegations from the Department for Infrastructure and Transport (DIT)
- *Heavy Vehicle National Law (South Australia) Act 2013*
- *Local Government Act 1999 (SA)*

2.2 The City of Holdfast Bay will work collaboratively with the Department for Infrastructure and Transport (DIT) on traffic management involving or impacting State-maintained roads, such as Brighton Road, which significantly impact the local road network.

3. Roles and Responsibilities

Council Members	• Adoption of the Traffic Management Policy providing the framework for traffic management across the city.
Chief Executive Officer (CEO)	• Holds overall responsibility for the effective implementation and administration of this Policy across the organisation. • Ensures adequate resources are allocated for traffic management functions, including administration, assessment, and enforcement. • Appoints Authorised Officers under the relevant legislation.
General Manager Assets and Delivery	• Provides strategic oversight of the implementation and operational effectiveness of this Policy. • Monitors the performance and effectiveness of Council's traffic management activities and outcomes.

	• Recommends amendments to this Policy to the Chief Executive Officer and Council to ensure it remains current, effective and aligned with legislative and organisational requirements.
Manager Engineering	• Is the Policy Owner and responsible for the delivery of this Policy by ensuring the Traffic & Transport Lead is appropriately supported, directed and accountable for fulfilling their responsibilities under this Policy.
Traffic and Transport Lead	• Responsible for the day-to-day administration and application of this Policy. • Ensures operational procedures align with this Policy and relevant legislation. • Provides technical advice on traffic management matters. • Provide information to the public regarding this Policy. • Ensure the correct installation of traffic control devices including regulatory controls.

4. Policy Principles

4.1 Traffic management decisions will be guided by the five core principles established in the Movement and Transport Plan:

Guiding Principles	Description
Safe and Accessible	A people first approach where safety is paramount for all transport modes and systems. Accessibility is a fundamental human right, and design will be inclusive for all ages and abilities.
Active and Sustainable	Encouraging active travel (walking, cycling) and the use of public and green transport to support community health, wellbeing, and environmental sustainability.
Integrated Network	Acknowledging the dual function of roads for both "Movement" and "Place," ensuring the transport network is planned in conjunction with current and future land use to create connected, liveable places.
Supporting Productivity and Business	The efficient movement of people and goods to support local businesses, their employees, suppliers, and customers, promoting future prosperity.
Innovation and Technology	Leveraging technology to transport people and goods more efficiently, safely, and with less environmental impact.

5. Road Network Management

5.1 Council has adopted the movement and place framework and road hierarchy as detailed in the Movement and Transport Plan to classify its road network. This framework provides a consistent guide for applying traffic management treatments and defining acceptable traffic conditions.

Road Hierarchy Category	Description
A. Destination Roads	High-activity hubs requiring management of high traffic volumes alongside high pedestrian activity.
B. Shared Collectors	Balancing primary transport networks with places of neighbourhood significance or collector roads with highly activated precincts.
C. Dedicated Collectors	Corridors prioritising the safe and efficient movement of people and goods.
D. Active Streets	Streets with high demand for pedestrian and cycling activity and lower levels of motor vehicle movement.
E. Intermittent Streets	Streets where traffic function changes at different times, often near schools, beaches, or reserves.
F. Local Streets	Streets prioritising safe residential access for all ages and abilities.

5.2 Road Safety at Schools: traffic and parking issues around schools are a key community concern. Council will work collaboratively with school representatives, school community, and DIT to promote safe habits for vehicles and pedestrians around schools. Council will take action by:

- Installing School Zones and crossings as guided by DIT technical manuals, subject to funding agreements.
- Implementing the Safe Schools Traffic Management Program within existing budget and resources to encourage safe and active transport through infrastructure upgrades and education.

6 Prioritisation and Intervention

6.1 Council intervention, in the form of traffic management measures, will only be considered in response to persistent issues, not isolated incidents. Restrictions will only be implemented where there is a verified and ongoing need, supported by data, that demonstrates prolonged, unsafe, or restrictive traffic practices.

6.2 Traffic Management Measures: the need for and type of traffic management measure will be determined on a site-specific basis, informed by professional traffic engineering assessment, the road hierarchy, and relevant standards.

6.2.1 Minor Measures: Interventions including regulatory signage (e.g. Give Way, Stop), warning signs, and line marking.

6.2.2 Major Measures: Road environment changes that may include roundabouts, slow points, kerb extensions, pedestrian refuges, median islands, cycling infrastructure, pedestrian crossings, or modifications to speed limits.

6.3 Process for Customer Requests: To ensure transparent and consistent decision-making, traffic-related requests, concerns, and petitions will be investigated using the following process:

6.3.1 Receipt of request: All requests will be logged and triaged in a timely manner.

6.3.2 Initial Investigation and Assessment: Council officers will conduct a preliminary investigation based on professional engineering judgement, which may include reviewing the road's classification, traffic data, crash history, pedestrian/cyclist activity, on-site conditions, and previous studies. An investigation may be initiated if one or more of the following conditions are met:

- Traffic Volume: Daily traffic volume significantly exceeds the road's capacity (Austroads)
- Traffic Speed: The 85th percentile speed is formally recorded as being more than 6km/h above the posted speed limit.
- Crash History: A pattern of crashes reported in the DIT crash database indicates a correctable safety issue.
- Vulnerable User Conflict: A specific and recurring safety risk to vulnerable road users is identified, particularly near schools, community facilities, parks, or public transport hubs.
- Traffic Diversion ("Rat-Running"): A significant volume of non-local through traffic is identified in Local or Active Streets in reference to Arterial roads.

6.3.3 Prioritisation: If intervention may be warranted, further investigation will be undertaken. The location will be prioritised based on the four primary factors and additional locality factors. Requests will be assessed against these factors and prioritised against other requests.

Primary factors:

- Vehicle speed
- Vehicle volume
- Crash history
- Community interest

Additional locality factors will be considered including:

- Proximity to a reserve or playground
- Proximity to a school, hospital, or aged care facility
- Proximity to public transport hubs (rail stations)
- Narrow road (less than 7.2 metres)
- Sight distance (at a curve, bend or intersection)
- Lack of existing pedestrian crossing facilities
- Traffic diversion ("rat-running")

6.3.4 Outcome of Investigation: The investigation and prioritisation will result in one of the following outcomes:

- No Action Required: Indicates the primary factors are comparable to other locations across the city.
- Investigation or monitor: Some primary factors indicate a potential or emerging issue. This justifies further investigation or monitoring. Minor measures may be considered if appropriate and budget allows.
- Action required: If the primary factors indicate a substantial issue is present in driver behaviours or potential consequences, investigation will be required to recommend further measures. Major or minor measures may be considered. If the treatment requires capital investment, it will need to be prioritised through the annual business planning process for implementation.

6.3.5 Community Engagement: Where changes are proposed that may impact the community, community engagement will generally be undertaken. When material changes are proposed that effect the road environment, community engagement will occur at a minimum with all directly adjacent or effected residents within the immediate locality.

6.3.6 In exceptional cases where safety is demonstrably compromised, emergency access is impeded, or restrictions merely formalise existing Australian Road Rules, standard engagement processes may be modified or expedited.

6.3.7 Notification: The resident or customer will be notified of the investigation's outcome.

6.4 Requests for new or upgraded pedestrian crossings and/or refuges are considered within available budget and resourcing. New or upgraded pedestrian crossings and/or refuges can be funded through the annual business plan new initiative process. New or upgraded pedestrian crossings and/or refuges are prioritised by location (nodes for vulnerable road users), demand, and risk exposure considering traffic speed and volume.

6.5 Council will not support changes to speed limits on individual roads, unless there is a substantial and permanent change in the predominant function of the street that justifies a formal review. Requests based primarily on resident preference, perceived speeding, traffic noise, amenity concerns or isolated complaints will not justify a speed limit review.

6.5.1 Exceptions for changes to speed limits on individual roads may be considered for recognised high-pedestrian activity precincts or activity centres, where the street function, pedestrian environment and place-making objectives support a lower speed environment and are consistent with relevant DIT speed zoning requirements. Any review must be consistent with applicable DIT speed zoning requirements and supported by an assessment demonstrating the existing speed environment is no longer appropriate.

6.6 Council may consider area speed limit changes in response to Local Area Traffic Management Plans or in alignment with Council plans and strategies.

7 Enforcement

7.1 Council is responsible for the installation and maintenance of all traffic control devices, including signs and line marking, on Council's local road network in accordance with the relevant Australian Standards and DIT requirements.

7.2 Where Council has the authority delegated by DIT for regulatory parking controls on State-maintained roads, Council assumes the responsibility for installation and maintenance of these devices.

7.3 Enforcement of traffic offences not related to parking, such as speeding, disobeying traffic signs, and other rules of the road is the responsibility of the South Australian Police (SAPOL).

7.4 Council will work collaboratively with SAPOL by providing traffic data and highlighting areas of community concern to support targeted enforcement activities.

7.5 Enforcement related to parking is managed separately under Council's Parking Policy.

7.6 South Australian legislation permits e-bikes and e-scooters (and personal mobility devices) to operate on public roads and paths under specific conditions.

7.7 SAPOL is the enforcement authority and can issue fines and/or penalties for bikes and personal mobility devices. Council does not have the authority to enforce rider behaviour, compliance, or speed.

8 Review of Decisions

8.1 Persons aggrieved by a decision made under this Policy (e.g. implementation of a specific treatment) may request an internal review of that decision in accordance with Council's internal review procedures (section 270 of the *Local Government Act 1999*).

8.2 Information on the internal review process is available from Council's Customer Service Centres or website.

9 Definitions

Key Term or Acronym	**Definition**
85th Percentile Speed	The speed at or below which 85% of vehicles are observed to travel under free-flowing conditions.
Austroads	The collective of Australian and New Zealand transport agencies.
LATM	Local Area Traffic Management. A systematic approach to managing traffic on local streets.
Movement and Place	A road planning framework that considers both the function of a road for

Framework	moving traffic and its role as a destination or place for people.
Rat-Running	The practice of drivers using residential side streets to avoid congestion on main arterial roads.
Vulnerable Road Users	Pedestrians, cyclists, motorcyclists, children, older people, and people with a disability.

10 Administration Use Only

Reference Number:	
Strategic Alignment:	Holdfast 2050+ Movement and Transport Plan 2026-30
Strategic Risk:	
Responsible Officer(s):	General Manager Assets and Delivery Manager Engineering Traffic and Transport Lead
First Issued / Approved:	
Minutes Date and Council Resolution Number:	
Last Reviewed:	
Next Review Date:	2029
Applicable Legislation:	• *Local Government Act 1999* • Australian Road Rules • *Expiation of Offences Act 1996* • *Planning, Development and Infrastructure Act 2016*
Related Policies:	• Council Parking Policy • Council Community Engagement Policy • Council Enforcement Policy
Other Reference Documents:	• Relevant Australian Standards (e.g., AS/NZS 2890 series, AS 1742.11, AS 1743) • Council Fees and Charges Register • Council Delegations Register

Attachment 2

CITY OF HOLDFAST BAY

CITY OF HOLDFAST BAY

PARKING

Council Policy

1. Purpose

1.1. This Policy establishes the framework for the City of Holdfast Bay ("Council") to effectively manage and regulate on-street and off-street parking resources under its jurisdiction. Parking is a finite resource crucial to the accessibility, amenity, and economic vitality of the City.

1.2. The purpose is to ensure a consistent, equitable, transparent, and enforceable approach to the allocation and management of parking controls, permit schemes, and responses to parking-related requests from the community. This policy aims to balance the competing needs of residents, visitors, businesses, commuters, and service vehicles.

2. Scope

2.1. This Policy applies to:

2.1.1. All on-street parking spaces on public roads owned and maintained by Council.

2.1.2. On-street parking spaces on public roads owned and maintained by the State Government (Department for Infrastructure and Transport - DIT) where Council possesses the delegated authority for parking regulation and enforcement.

2.1.3. Off-street parking facilities (car parks) owned, leased, operated, or managed by Council.

2.1.4. Parking arrangements governed by Land Management Agreements (LMAs) or other formal agreements (e.g. leases, licences) that confer parking management jurisdiction to Council.

2.2. This Policy operates in conjunction with and is subordinate to:

- Australian Road Rules
- *Road Traffic Act 1961 (SA)* and subordinate legislation
- *Local Government Act 1999 (SA)*
- *Expiation of Offences Act 1996 (SA)*
- *Private Parking Areas Act 1986 (SA)*
- Relevant Australian Standards and Austroads Guidelines

3. Roles and Responsibilities

Council Members	• Adoption of the Parking Policy providing the framework for parking control across the City.
Chief Executive Officer	• Holds overall responsibility for the effective implementation and administration of this Policy across the organisation.

	• Ensures adequate resources are allocated for parking management functions, including administration, assessment, and enforcement. • Appoints Authorised Officers under the relevant legislation.
General Manager Assets and Delivery	• Provides strategic oversight of the implementation and operational effectiveness of this Policy. • Monitors the performance and effectiveness of Council's parking management activities and outcomes. • Recommends amendments to this Policy to the Chief Executive Officer and Council to ensure it remains current, effective and aligned with legislative and organisational requirements.
Manager Engineering	• Is the Policy Owner and responsible for the delivery of this Policy by ensuring the Traffic & Transport Lead is appropriately supported, directed and accountable for fulfilling their responsibilities under this Policy.
Traffic and Transport Lead	• Responsible for the day-to-day administration and application of this Policy. • Oversees assessment of requests for parking controls. • Responsible for undertaking parking studies. • Ensures operational procedures align with this Policy and relevant legislation. • Provides technical advice on parking matters. • Provides information on parking implications during the assessment of development applications. • Ensures the correct installation and maintenance of parking signs and line marking as directed.
Manager Community Safety	• Responsible for the day-to-day administration and application of this Policy. • Responsible for overseeing permit processing and enforcement. • Ensures operational procedures align with this Policy and relevant legislation. • Responsible for the day-to-day enforcement of parking controls and regulations in accordance with this Policy, the Australian Road Rules, and relevant legislation. • Conduct patrols, issue parking expiation notices, and respond to parking complaints. • Monitor compliance with permit conditions.
Community Safety Officers	• Responsible for permit processing and enforcement. • Conduct patrols, issue parking expiation notices, and respond to parking complaints.

4. Policy Principles

4.1. Council's management of parking within the City of Holdfast Bay is underpinned by the following core principles, which inform all actions and decisions made under this policy:

Guiding Principles	**Description**
Safety, Access, and Inclusion	Prioritises safe vehicle and pedestrian movement, unobstructed access for emergency and service vehicles, and compliance with disability access requirements.
Evidence-Based Decisions	Parking controls will only be introduced where there is clear evidence of a problem. This may include parking occupancy data, traffic studies, and verified community feedback. Decisions will not be based on isolated requests or unconfirmed concerns.

Minimum Effective Intervention	A stepped approach of education, enforcement, and then restriction to address parking concerns. Any controls (e.g. time limits, signage, or permit zones) will be the least restrictive necessary to resolve the issue.
Hierarchy and Turnover	Manage parking to support local services and destinations. Shorter-term parking will be considered closer to activity centres and key destinations to encourage turnover in response to demand.
Equitable Allocation	Parking is a finite resource crucial to the accessibility, amenity, and economic vitality of the City. Strive for fair and equitable allocation of parking opportunities among various user groups (residents, visitors, businesses, commuters), recognising that on-street parking is a shared public resource.
Transparency, Consistency and Customer Experience	Ensure processes for implementing controls, issuing permits, and making decisions under this policy are simple, clear, documented, and communicated effectively. Parking rules will be applied consistently across similar areas to ensure fairness, reduce confusion, and support compliance. Local variations will only occur where justified by specific site conditions. Council seeks to improve the parking experience for the community through our use of parking controls and modern technology

5 Parking Controls

5.1 Council uses parking controls as a primary tool to manage parking behaviour, enhance safety, ensure equitable access, and address verified parking demands in specific locations. All controls must be clearly justified, appropriately designed, and legally installed.

5.2 Council intervention, in the form of parking controls, will only be considered following a stepped approach of education and enforcement methods, in response to persistent issues and not isolated incidents.

5.3 Parking restrictions will only be implemented where there is a verified and ongoing need, supported by data and community feedback, for prolonged, unsafe, or restrictive parking practices such as monopolisation or access obstruction.

5.4 The Australian Road Rules are the first measure of control. Where Australian Road Rules provide adequate parking control or guidance, education and enforcement of existing road rules is preferred over duplicate controls.

5.5 All parking controls must be clearly justified, appropriately designed, and legally installed.

5.6 A Traffic Impact Statement (TIS) must be prepared and authorised for installation of a new or changed parking control. A TIS is a report indicating the traffic management and road safety effects for all road users, including cyclists and pedestrians, expected by the installation, operation, alteration or removal of a traffic control device, and is a requirement of Council's delegated authority to install signs and devices.

5.7 When implementing changes, community engagement will be undertaken to either inform, educate, or consult to ensure outcomes are appropriate and understood in line with Council's Community Engagement Policy. When material changes are proposed that affect the road environment, engagement will occur at a minimum with all directly adjacent or effected residents within the immediate locality.

5.8 The following guidance will be applied when managing on-street parking:

5.8.1 There must be a 3.0 metre lane width next to a parked vehicle, solid centerline, or median (Australian Road Rules).

5.8.2 On-street parking is prohibited on streets less than 5.2 metres wide.

5.8.3 Cars cannot legally park opposite each other on narrow roads (5.2 metres - 7.2 metres). As default, this can be an uncontrolled staggered arrangement, however if there is repeated non-compliance a formalised restriction may be implemented to limit parking to one side of the road or controlled staggered arrangement.

5.8.4 Council provides and manages accessible parking in areas of high demand, and where specific needs are identified to support an inclusive city.

5.8.5 Historical existing accessible bays may not meet current Australian Standards. Council will focus on continual improvement by updating accessible parking to modern standards where practical as part of the road renewal and car park renewal programs.

5.8.6 Where new accessible parking facilities are identified to be required, budget and resourcing for delivery can be prioritised through a prioritisation process as a part of the annual business plan new initiatives process.

5.8.7 Loading Zones are used to support commercial operations without compromising the road network. Loading zones must ensure minimal time loss to the surrounding road and parking network.

5.8.8 Student safety is the highest priority in decision making in school zones. A holistic approach is taken when considering traffic management around school zones to address competing demands and needs. School safety is further detailed in the Traffic Management Policy.

5.8.9 The Australian Road Rules (ARR) allow on-street parking up to the edge of driveways.

5.8.10 Parking control to manage driveway access is informed by the Australian Road Rules, technical needs, and undertakes a stepped approach of education, enforcement, restriction where:

- Vehicles are regularly parked in breach of applicable road rules.
- Parking creates a measurable traffic safety risk (e.g. narrow road, high traffic).
- Parking obstructs safe access to or from a driveway considering traffic volumes and road hierarchy.

5.8.11 Single movement access to driveways cannot be guaranteed. Multiple movements are accepted due to variability in vehicle size, width of road, temporary obstructions, and width of driveway.

5.8.12 Sight distance assessment excludes temporary obstructions (such as parked vehicles).

5.9 The following implementation process will be used for on-street and off-street parking requests:

5.9.1 Requests for new or modified parking controls must be submitted to Council administration for assessment.

5.9.2 A stepped approach of education, enforcement, and then restriction will be undertaken to address parking concerns.

5.9.3 Where persistent issues are identified, Council will investigate requests, which may involve site inspections, engagement with effected parties, traffic and parking occupancy surveys, or technical assessment against relevant standards and this policy's principles.

5.9.4 If a change to the parking controls is determined, installation of signs and line marking will be in accordance with relevant Australian Standards and DIT requirements.

5.10 The following guidance will be applied when managing timed parking:

5.10.1 Timed parking is considered to create parking turnover in high demand areas.

5.10.2 Timed parking is used when there is need identified for more users to be able to access parking than there is parking available (near shopping or commercial areas).

5.10.3 Timed parking can be used to ensure that roads do not become congested by all-day parking, particularly near transport hubs, or roads where congested parking is not desirable.

5.11 The following guidance will be applied when managing pay-for-use parking:

5.11.1 Council can use pay-for-use parking around high demand parking areas where it is necessary to balance the needs of residents, visitors, and businesses.

5.11.2 Paid parking creates a higher turnover than equivalent time limits, while still providing flexibility for longer stays at a higher price.

5.12 The following guidance will be applied when managing off-street parking:

5.12.1 Management of Council-controlled off-street carparks will adhere to the principles of this Policy.

5.12.2 Specific operational rules, time limits, fees (if any), and permit arrangements for individual car parks will be determined by Council and clearly signposted.

5.12.3 Where off-street parking is subject to a Land Management Agreement, lease, or other agreement, Council will manage parking and pursue compliance according to the terms of that agreement and relevant delegations.

6 Parking on Narrow Streets

6.1 A narrow street has insufficient width (typically under 7.2 metres between kerbs) to permit legal parking on both sides while maintaining the minimum 3-metre clear traffic lane required by the Australian Road Rules.

6.2 As default, parking on narrow roads between 5.2 metres - 7.2 metres can be an uncontrolled staggered arrangement, however if there is repeated non-compliance a formalised restriction may be implemented to prevent parking on both sides of the road at any given point. This may be through limiting parking to one side of the road or controlled staggered arrangement.

6.3 On streets less than 5.2 metres wide, on-street parking is prohibited to ensure essential access. Council may install "No Stopping" signs or line marking.

6.4 Narrow streets will be assessed to determine the most appropriate parking configuration, prioritising emergency and service vehicle access, waste collection, pedestrian safety, and property access.

6.5 Implementation of restrictions will generally involve engagement with directly effected residents/ properties.

6.6 In exceptional cases where safety is demonstrably compromised, emergency access is impeded, or restrictions merely formalise existing Australian Road Rules, standard engagement processes may be modified or expedited.

7 Time-limited Parking Zones

7.1 Council may designate time-limited parking zones in areas where it is necessary to balance the needs of residents, visitors, and businesses.

7.2 The purpose of these zones is to ensure short-term parking availability for visitors and customers by preventing the monopolisation of parking by all-day parkers.

7.3 These controls will be implemented in accordance with the Implementation Process (5.9) and will be clearly signposted.

7.4 Council may utilise Three-Hour (3P) parking zones to balance conflicts between residential parking demands and other uses. Residents may apply for exemptions from this parking limit in line with the 3P Exemption Parking Permit Scheme (section 8 of this policy).

8 3P Exemption Parking Permit Scheme

8.1 The purpose of the 3P Exemption Parking Permit Scheme is to:

8.1.1 provide eligible residents with reasonable access to parking near their homes.

8.1.2 provide a specific exemption from the time limits only within Three-Hour (3P) Parking Zones.

8.2 Eligibility: To be eligible for a 3P Exemption Parking Permit, an applicant must satisfy Council by providing sufficient proof for all the following criteria:

8.2.1 Residency: The dwelling associated with the application must be the applicant's lawful and primary place of residence within the City of Holdfast Bay.

8.2.2 Proof of residency: Proof (e.g. current driver's licence, utility bill, lease agreement) is required.

8.2.3 Lack of off-street parking: The property must have insufficient off-street parking for the applicant's vehicles. Sufficient off-street parking is defined as more off-street parking spaces than registered vehicles to the property. This is calculated by the total number of parking spaces within the property (e.g. garage, carport, driveway), irrespective of how these spaces are utilised, subtract the total number of vehicles registered to the property address.

8.2.4 Maximum permits: Maximum of 1 permit per property.

8.2.5 Ineligible properties: Properties with access to sufficient (as defined in 8.2.3) off-street parking are ineligible, irrespective of how that space is currently utilised (e.g. used for storage).

8.2.6 Commercial properties: Commercial properties and/or non-residential properties are ineligible for the 3P Exemption Parking Permit.

8.2.7 Council discretion: Council retains discretion in determining "sufficient" off-street parking based on property type, original development approval conditions, and local context.

8.2.8 Vehicle registration: The permit application must be for specific vehicle(s) registered (unconditionally) in South Australia to the applicant at the permit address. A single permit can have multiple nominated vehicles (registered to the address) to allow for flexibility in use. Only one physical permit is provided to be shared across the nominated vehicles.

8.2.9 Proof of Registration: Proof of registration confirming the applicant's name and address is required.

8.2.10 Ineligible Vehicles: The vehicle must not be a truck (exceeding GVM 4500kg), bus, caravan, Motorhome, trailer, boat, or motorcycle.

8.2.11 Development Approvals: Dwellings within multi-unit residential developments approved based on specific on-site parking provisions are ineligible for permits if issuing permits would undermine the intent of the original planning approval.

8.2.12 Residential development approvals after 31 December 2026 are ineligible for a 3P Exemption Parking Permit.

8.3 Conditions of Use:

8.3.1 Scope of exemption: A valid permit allows unrestricted time parking only in designated three-hour (3P) time-limited parking spaces.

8.3.2 Locality: The permit is only valid for the designated three-hour (3P) locality. It cannot be utilised within a different 3P locality.

8.3.3 No exemption from other rules: The permit does not exempt the holder from any other parking controls or road rules. This includes, but is not limited to, No Stopping zones, No Parking zones, Loading Zones, clearways, disabled parking spaces, or any other time-limited zones (e.g. 1P, 2P).

8.3.4 Fees: Permits are subject to an annual fee as determined in Council's Fees and Charges Register.

8.3.5 Timeframe: Permits are valid until 30 June of each financial year, for a maximum period of 12 months.

8.3.6 Permit validity: The permit is valid only for the vehicle(s) and address specified, and only for the period indicated.

8.3.7 Permit display: Permits (physical or digital, as determined by Council) must be clearly displayed or active as instructed by Council.

8.3.8 Cessation of Residency: The permit automatically becomes void if the permit holder ceases to reside at the qualifying property.

8.3.9 Non-Transferable: Permits are not transferable between vehicles, properties, or persons outside of the approved permit conditions.

8.3.10 Misuse: Misuse of a permit (e.g. use by non-residents, use on ineligible vehicles, fraudulent application) may result in permit cancellation and potential penalties.

9 Temporary Special Use Parking Permits

9.1 To provide short-term parking arrangements in specific circumstances where standard parking controls create significant hardship or impede essential temporary activities.

9.2 Permits are assessed on a case-by-case basis for situations such as:

9.2.1 Essential works related to building construction or maintenance where alternative parking is impractical.

9.2.2 Provision of essential, short-term community services or critical care to residents.

9.2.3 Facilitating Council-approved events or functions.

9.3 The permit does not exempt the holder from any other parking controls or road rules. This includes, but is not limited to, *No Stopping* zones, *No Parking* zones, loading zones, clearways, disabled parking spaces, or any specified time-limited zones.

9.4 Permits will be issued for a strictly limited duration and specific location(s) relevant to the temporary need.

9.5 Conditions regarding vehicle types, hours of operation, and display requirements will be specified on the permit.

9.6 Fees will apply as per Council's Fees and Charges Register.

9.7 Permits are non-transferable and may be revoked if conditions are breached.

9.8 Permits are valid for a maximum period of 12 months.

10 Resident Parking Permit Zones

10.1 Council has several historic locations where resident permit parking zones have been created. These specifically service properties that have no off-street parking.

10.2 Council will not consider any new residential parking permits. Existing permits are able to be renewed providing circumstances remain unchanged.

10.3 Residential parking permits will be revoked if circumstances change or conditions are breached.

10.4 As permits are cancelled, not renewed, or revoked, parking spaces will be converted to timed parking where appropriate.

10.5 Permits are not transferable if ownership of the property changes.

10.6 Permits are valid for a maximum period of 12 months.

11 Enforcement

11.1 Enforcement of this Policy and associated parking controls will be undertaken by Council's Authorised Officers in accordance with the *Local Government Act 1999*, the Australian Road Rules, and the *Expiation of Offences Act 1996*.

11.2 Unlawfully parked vehicles may be issued with a parking expiation notice (fine). Offence penalties are set in relevant legislation and regulations.

11.3 Council's Authorised Officers will monitor controlled areas to ensure compliance. Enforcement aims to be fair, consistent, and focused on achieving compliance with parking regulations for the benefit of the wider community.

12 Review of Decisions

12.1 Persons aggrieved by a decision made under this Policy (e.g. refusal of a permit application, implementation of a specific parking control) may request an internal review of that decision in accordance with Council's internal review procedures (section 270 of the *Local Government Act 1999*).

12.2 Information on the internal review process is available from Council's Customer Service Centres or website.

13 Definitions

Key Term or Acronym	**Definition**
Australian Road Rules	The legally enforceable road rules applicable in South Australia.
Authorised Officer	A person appointed by Council under the *Local Government Act 1999* with powers to enforce parking regulations.
Council	The City of Holdfast Bay.
Expiation Notice	A notice alleging a parking offence has been committed and offering the opportunity to pay a set fee to resolve the matter without court proceedings.
Land Management Agreement (LMA)	A formal agreement registered on a property title, potentially governing aspects of land use and management, including parking, enforceable by Council.
Narrow Street	A street with a carriageway width of less than 7.2 metres between kerbs
Off-Street Parking	Parking facilities located on land parcels separate from the public road network (e.g. Council car parks)
On-Street Parking	Parking occurring within the public road reserve, typically kerbside
Parking Control	Official signage or line marking installed by Council or DIT to regulate parking (e.g. time limits, permit zones, no stopping, loading zones)
Permit	A formal authorisation issued by Council granting exemption from specific parking controls under defined conditions (includes Residential Permits and Temporary Special Use Permits)

Principal Place of Residence	The primary dwelling where a person usually lives, proven to the satisfaction of Council.
Public Road	As defined in the *Local Government Act 1999*
Time Limited Zone	An area designated by Parking Controls where parking is restricted to a maximum duration indicated on the sign

14 Administration Use Only

Reference Number:	
Strategic Alignment:	Holdfast 2050+ Movement and Transport Plan 2026-30
Strategic Risk:	
Responsible Officer(s):	General Manager Assets and Delivery Manager Engineering Traffic and Transport Lead Manager Community Safety Community Safety Officers
Minutes Date and Council Resolution Number:	TBA
Last Reviewed:	13/06/2017, 21/09/2009
Next Review Date:	2029
Applicable Legislation:	• *Local Government Act 1999* • *Australian Road Rules* • *Expiation of Offences Act 1996* • *Road Traffic Act 1961 (SA)* • *Private Parking Areas Act 1986 (SA)* • *Planning, Development and Infrastructure Act 2016*
Related Policies:	• Council Traffic Management Policy • Council Fees and Charges Register • Council Community Engagement Policy • Council Enforcement Policy
Other Reference Documents:	• Relevant Australian Standards (e.g. AS/NZS 2890 series, AS 1742.11, AS 1743) • Council Delegations Register

Attachment 3

CITY OF HOLDFAST BAY

PARKING CONTROL POLICY

Trim Container	FOL/17/1016
First Issued / Approved:	21/09/2009
Last Reviewed:	13/06/2017
	C130617/807
Next Review:	31/07/2025

1. PREAMBLE

1.1 Background

Increasing traffic through and within the City of Holdfast Bay places high demand for parking across the City at peak times.

The City is responsible for balancing this demand for car parking with the supply of parking spaces.

Management and control of 'on-street' parking ensures the best use of road space, facilitates safe traffic flow and ensures a fair turnover of on street parking.

Expiation fees collected for breaches of parking regulations assist in funding the cost of parking surveillance, maintenance and security, with the remainder used for community projects.

1.2 Purpose

The Parking Control Policy aims to effectively manage 'on-street' parking within the City of Holdfast Bay (Council) to ensure the safety and convenience of pedestrians, motorists, residents and businesses.

1.3 Scope

This policy applies to all parking in the Council Area.

1.4 Definitions

There are no specific definitions associated with this policy.

1.5 Strategic Reference

Placemaking: Creating vibrant and safe places

2. PRINCIPLES

2.1 Council will pursue the following objectives with the management of its 'on-street' parking:

a. The safety of pedestrians
b. The safety of motorists
c. The free-flow of traffic

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d. Access rights to properties
e. To provide adequate parking
f. To protect the special needs of certain groups e.g. disabled, cyclists
g. To protect council property
h. To protect private property

2.2 Council will apply the following principles to all parking management decisions within the City:

a. Safety
b. Responsibility
c. Impartiality and consistency
d. Professionalism
e. Legality and clarity
f. Appropriateness and balance
g. Enforcement
h. Customer service and responsiveness
i. Visibility
j. Education and consultation

3. REFERENCES

3.1 Legislation

- *Road Traffic Act 1961*
- *Local Government Act 1999*

3.2 Other References

Nil

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Item No: 15.8

Subject: **DISSOLUTION OF COUNCIL'S ALYWNDOR MANAGEMENT COMMITTEE**

Summary

The Alwyndor Management Committee was established under section 41 of the *Local Government Act 1999* for the purpose of providing effective governance over the strategy, operations and performance of Alwyndor, and to advise Council on the provision of care and accommodation options at Alwyndor, as well as services to the community.

With the establishment of the incorporated association, Alwyndor Inc, and formal separation of Alwyndor occurring on 31 August 2026, the section 41 Alwyndor Management Committee is no longer required.

This report recommends that the Committee be dissolved pursuant to section 41(5) of the *Local Government Act 1999*.

Recommendation

That Council:

1. **dissolves the Alwyndor Management Committee pursuant to section 41(5) of the *Local Government Act 1999*;**

2. **revokes any delegations assigned to the Alwyndor Management Committee; and**

3. **authorises the Mayor to write to the Alwyndor Management Committee thanking them for their contribution to the Committee.**

Background

Section 41 of the *Local Government Act 1999* provides for the establishment of Committees to assist Council with the performance of its functions and duties; to provide advice to Council; and to exercise, perform or discharge delegated powers and function.

The Alwyndor Management Committee was established under section 41 of the Local Government Act to assist Council by providing effective governance over the strategy, operations and performance of Alwyndor, and to advise Council on the provision of care and accommodation options at Alwyndor, as well as services to the community.

Report

In August 2024, Council gave first consideration to alternatives of Alwyndor's governance structure and its associated business model to ensure sustainability in the context of the size

and complexity of the organisation, an increasingly competitive environment and the Federal Aged Care Reform agenda.

Since that time, Council has received a number of updates on the evolution and implementation of the Aged Care Act 2024, including the introduction of Elected Members and other key personnel being identified as Responsible Persons under the Act.

In April 2026, Council resolved to formally commence all work required to implement a new governance model for Alwyndor, to be effected by transferring the Dorothy Cheater Trust to an Incorporated Association formed to assume the role of Trustee of the Dorothy Cheater Trust. In doing so, the Alwyndor Inc Board was formed to provide oversight of the operations of Alwyndor Inc and formal transfer occurred on 31 August 2026.

As a result of the transfer, the Alwyndor Management Committee is no longer required as a section 41 committee of Council and it is recommended that the Committee be dissolved.

Budget

There are no budget implications associated with this report.

Life Cycle Costs

Not applicable

Strategic Plan

Not applicable

Council Policy

Not applicable

Statutory Provisions

Local Government Act 1999, section 41(5)

Written By: Executive Officer

Chief Executive Officer: Ms P Jackson