



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

27 January 2026 at 7.00pm



Pamela Jackson
Chief Executive Officer



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.

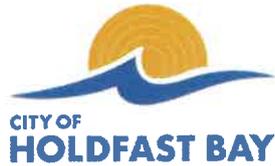
8. Confirmation Of Minutes

That the minutes of the Ordinary Meeting of Council held on 9 December 2025 be taken as read and confirmed.

9. Public Presentations

9.1 **Petitions - Nil**

9.2 **Presentations - Nil**



- 9.3 Deputations**
 - 9.3.1 Mr T Beatrice
The Mayor has approved a five minute deputation from Mr T Beatrice.
- 10. Questions by Members**
 - 10.1 **Without Notice**
 - 10.2 **On Notice**
 - 10.2.1 State Algal Bloom Inquiry (Report No: 25/26)
- 11. Member's Activity Reports – Nil**
- 12. Motions on Notice**
 - 12.1 Anzac Highway Median – Councillor Kane (Report No: 09/26)
 - 12.2 Leave of Absence – Councillor Fleming (Report No: 23/26)
 - 12.3 Milton Street – Councillor Abley (Report No: 21/26)
- 13. Adjourned Matters – Nil**
- 14. Reports of Management Committees and Subsidiaries**
 - 14.1 Minutes – Alwyndor Management Committee – 27 November 2025 (Report No: 06/26)
 - 14.2 Minutes – Jetty Road Mainstreet Committee – 21 January 2026 (Report No: 10/26)
- 15. Reports by Officers**
 - 15.1 Items in Brief (Report No: 07/26)
 - 15.2 Resignation of Council Member – Councillor Bradshaw (Report No: 24/26)
 - 15.3 The Local – Neon Tides Event (Report No: 11/26)
 - 15.4 Landscape Design – Angus Neill Reserve, Seacliff (Report No: 12/26)
 - 15.5 Economic Development Strategy (Report No: 22/26)
 - 15.6 Movement and Transport Plan (Report No: 13/26)
 - 15.7 Holdfast Bay Community Centre – Spinal Cord Injuries Australia Lease Renewal (Report No: 14/26)
 - 15.8 Kauri Community and Sports Centre – New Body Loading Personal Training Lease Renewal (Report No: 15/26)
 - 15.9 Brighton Sports and Social Club – Lease Renewal (Report No: 16/26)
 - 15.10 Brighton Rugby Club – Sub-Licence with Grasshopper Soccer (Report No: 17/26)
 - 15.11 Brighton Lacrosse Club – Sub-Licence with Brighton Bombers Football Club (Report No: 26/26)
 - 15.12 Heritage Advisory Committee Member Appointment (Report No: 28/26)
 - 15.13 Jetty Road Mainstreet Committee Terms of Reference and Implementation Plan (Report No: 27/26)



16. Resolutions Subject to Formal Motions

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

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

18. Items in Confidence

18.1 Unsolicited Proposal (Report No: 19/26)

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 considers the Report and the documents in confidence under Part 3 of the Act, specifically on the basis that Council will receive, discuss or consider:

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

19. Closure

Pamela Jackson
Chief Executive Officer

Item No: 10.2.1

Subject: QUESTION ON NOTICE – STATE ALGAL BLOOM INQUIRY

Question

Councillor William Miller asked the following question:

“Can administration please advise if the City of Holdfast Bay has been contacted to provide a submission to the state algal bloom inquiry, and if we intend to make a submission?”

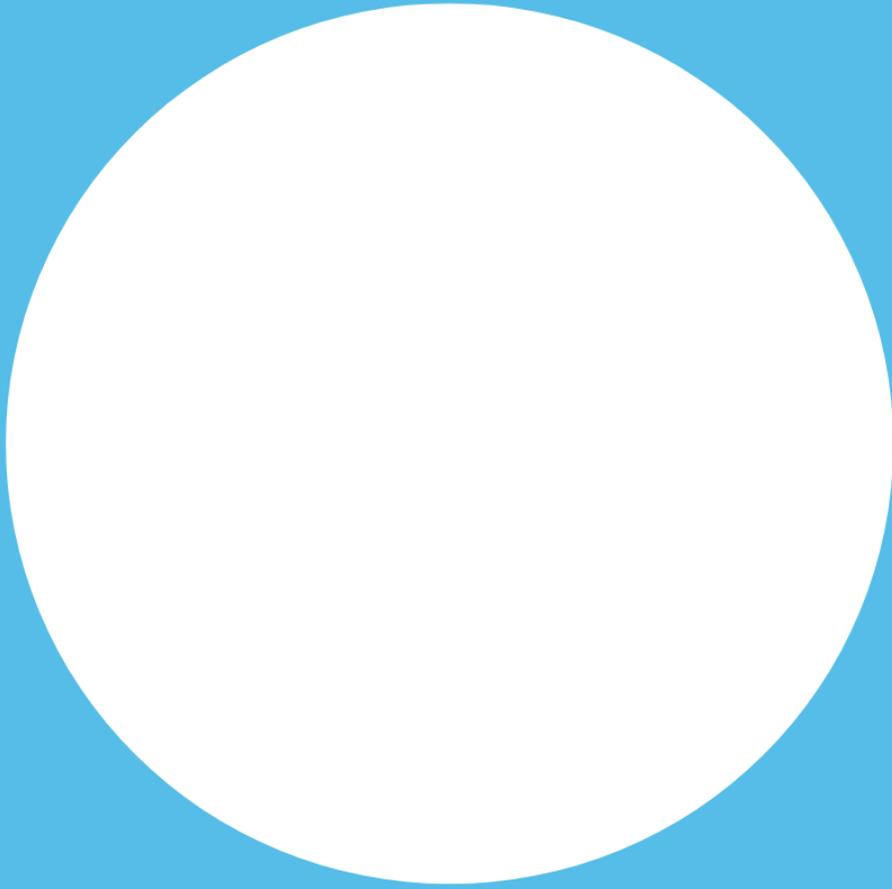
Answer – Team Leader Environment and Coast

The City of Holdfast Bay was not contacted directly. As a member of the Adelaide Coastal Councils Network, which is supported by the Local Government Association of South Australia, Council supported the LGA submission to the Joint Committee on Harmful Algal Blooms in South Australia. This was submitted to the inquiry on 17 October 2025.

Refer Attachment 1

Attachment 1

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Joint Committee on Harmful Algal Blooms in South Australia

Submission

17 October 2025

lga. South
Australia

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This submission to the Joint Committee Inquiry on Harmful Algal Blooms in South Australia has been prepared together with the Adelaide Coastal Councils Network (ACCN) and South Australian Coastal Councils Alliance (SACCA).

Recommendations

LGA South Australia, ACCN and SACCA seek a comprehensive, coordinated approach to avoid, mitigate, respond to, recover from, and build resilience to future algal bloom events, and asks the government to:

1. Continue South Australia's decarbonisation efforts to reduce greenhouse gas emissions and, in turn, ocean warming
2. Recognise a harmful algal bloom as a hazard and identify a Hazard Risk Reduction Leader and a Control Agency to coordinate response for algal blooms in the State Emergency Management Plan and subsidiary strategies and plans
3. Provide clear science-based communications to communities and stakeholders
4. Support the recovery of ecosystems, economies and communities from the algal bloom, supporting funding to coastal councils and a support package for various coastal initiatives, including coastal infrastructure
5. Develop and deliver a Community Wellbeing and Resilience Framework to support the social and mental health of affected communities
6. Provide funding for long-term coastal and marine biological and ecological monitoring and extend water testing across the state
7. Provide ongoing funding to reduce nutrient discharge to coastal, estuarine and marine waters.

LGA, ACCN and SACCA request the opportunity to address this submission at the public hearing.



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About us

LGA South Australia

At LGA our purpose is to help local government build stronger communities.

As the peak body proudly representing 68 councils across South Australia and the Anangu Pitjantjatjara Yankunytjatjara, we champion the needs of our members every day.

Working for our members, we represent the interests of local government at both state and federal levels and provide robust and innovative solutions to local challenges.

Whether it's policy development, coordination on important issues or training and development, our work is about empowering local government to deliver a real, lasting impact for South Australians. Our trusted services also include tailored cover and risk services for the sector, and access to pre-qualified suppliers and panels to save councils time and money.

With a focus on leadership and representation, our work is driven by a shared passion for making a difference in the lives of the communities.

Adelaide Coastal Councils Network

LGA is a member of the Adelaide Coastal Councils Network (ACCN), which is the collective voice for seven Adelaide metropolitan coastal councils. These councils work in partnership with LGA on coastal planning and management.

The ACCN is committed to advocacy, knowledge sharing and collaboration, and the proactive, contemporary and sustainable management of Adelaide's metropolitan coastline, with a strategic focus on delivering:

- coastal adaptation
- resilient and sustainable coastal infrastructure and built environments
- flourishing catchments and coastal ecosystems and
- thriving coastal communities.

South Australian Coastal Councils Alliance

SA Coastal Councils Alliance (SACCA) provides coordination, collaboration and advocacy support for 26 South Australian coastal councils and their communities. SACCA provides an informed, coordinated advocacy voice and a forum for information sharing and networking on coastal management issues facing regional councils across South Australia.

SACCA's mission is 'to provide strong leadership, support and advocacy for the benefit of all South Australian coastal Councils and their communities'. SACCA works closely with LGA and ACCN on coastal issues.

Background

Since it was officially confirmed at Waitpinga and Parson beaches on the Fleurieu Peninsula in mid-March 2025 the algal bloom has grown to spread across approximately 4,400km² across South Australian and Commonwealth Waters, including in Investigator Strait, Gulf St Vincent, Spencer Gulf, south of Kangaroo Island and Southeastern Coastal Waters.

The bloom contains harmful algal species, not least *Karenia mikimotoi*, that have severely impacted marine life and the industries that depend on a healthy ocean, especially fishing, aquaculture, and tourism. It has also had a significant impact on coastal communities and the councils that support them across the state, including on the Fleurieu Peninsula, Kangaroo Island, Eyre Peninsula, Yorke Peninsula, Limestone Coast, and Adelaide metropolitan region.

While the state has experienced blooms in the past (e.g., Coffin Bay, 2014), it has never experienced one on this scale.

Discussion

LGA South Australia, ACCN, SACCA and coastal councils, in collaboration with the State Government, are working hard to ensure that the short-term impacts of the bloom are effectively managed, that business and communities are supported, and that communities emerge from this catastrophic event more resilient and better prepared for future events.

While the short-term environmental, economic and social impacts are currently quite overwhelming for some councils and their communities, it is important to create/provide hope for the future. As such, this submission calls for all levels of government to continue tackling climate change and ocean pollution - key drivers of harmful algal imbalances - and to commit the necessary resources to support communities and councils to recover from this

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bloom, and to invest in research, innovation, and the long-term resilience of marine and coastal ecosystems and our communities.

LGA South Australia, ACCN and SACCA represent all 34 coastal councils in South Australia who, together with the SA Government, work closely on coastal and climate related issues. For example, LGA's \$3.7m SA Climate Ready Coasts Program, funded through the Australian Government's Coastal and Estuarine Risk Mitigation Program, with support from the Local Government Research and Development Scheme and Coast Protection Board, is delivered through a partnership with the Department for Environment and Water (DEW), ACCN and SACCA, to improve coastal hazard adaptation planning in SA.

The collaboration between state and local government is also evident in ACCN, SACCA, the Mayor of the Kangaroo Island Council and CEO of Yorke Peninsula Council being a part of the State Government's Algal Bloom Stakeholder Reference Group.

Coastal councils take pride in their coastal areas which provide enormous community, lifestyle, wellbeing, environmental, scenic and economic value and benefits. The algal bloom continues to have significant environmental, economic and social impacts on these communities and the wider South Australian community.

It is critical that councils and their communities are supported in the response to and recovery from this event. Further, it is vital for all parties to invest in initiatives that build the resilience of oceans to climate change.

Submission report

This submission to the Joint Committee Inquiry on Harmful Algal Blooms in South Australia has been prepared by LGA, ACCN and SACCA.

The Terms of Reference for the Inquiry are included at Appendix 1.

The causes of the algal bloom

It is understood that the causes of the bloom are:

1. A Marine Heatwave (MHW) with water up to 2.5°C warmer than normal from September 2024.
2. Long periods of consistently low winds, calm seas and clear skies that promoted the growth of the bloom during the heatwave conditions.
3. nutrient sources provided from the die-off and break down of seagrass and seaweeds across South Australia due to the MHW, from River Murray floodwaters in 2022-23 and a cold-water upwelling in summer 2023-24 (acknowledging that some scientists do not think the last two sources were major contributors to the bloom)

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4. Habitat loss and degradation that have left our marine ecosystems less able to cope with environmental stressors like the algal bloom.

Impacts of the algal bloom

The thirty-four coastal councils in SA report significant environmental, economic and social impacts from the algal bloom, including:

- Environmental impacts:
 - the death of thousands of species of fish and shellfish and some mammals. Unlike a marine disease, which tends to target just one species, this event has resulted in the deaths of over 550 species of fish and marine invertebrates.
 - damage to benthic cover, such as habitat-forming hard bottom / shell species, sponges and heavier reef species (that do not often wash up), and habitat-forming marine plants.
- Economic impacts (as evidenced by the interest in government grants):
 - the closure of some commercial fisheries and aquaculture
 - a reduction in recreational fishing
 - reduced community confidence in purchasing SA seafood products
 - less visitation to coastal areas for recreation and tourism, and the knock-on impacts on coastal (e.g. accommodation, eateries, shops) and coastal-related businesses (e.g. seafood and fishing tackle stores). For example, the Yorke Peninsula Council has reported up to 40% decline in visitation to its council area and the associated economic contribution for hospitality, tourism and local service businesses. Every 10% drop in tourism during peak visitor times (warmer months) equates to a \$25m impact on the local economy.
 - reduced seafood consumption in hospitality businesses
 - councils initially incurring costs to clean-up beaches. For example, to date, one metropolitan Adelaide council had to remove 190 tonnes of dead marine life and associated seagrass at a cost of \$36,000 and they are expecting this to increase, noting that these costs are now reimbursed by the state government.
 - councils being asked for rates relief/deferment based on the economic impacts of the bloom operational impacts
 - council field and customer service teams have absorbed increased workload, responding to public enquiries and maintaining beach safety and cleanliness.
- Socio-cultural impacts from:
 - eye, skin and respiratory irritation in humans due to bloom foam aerosol
 - allergic responses in dogs and illness from eating dead fish

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- distress due to air quality and water quality at beaches and the sight of marine animals on the beach
- reduced physical and psychological wellbeing due to disruption of leisure activities (e.g. walking on the beach, surfing, recreational fishing)
- general loss of coastal amenity and quality of life
- reduced hours/loss of income/job loss from impacts on local businesses
- grief over losses and anxiety about the future (eco anxiety).

The algal bloom is causing severe distress and anxiety to coastal communities and the wider SA community, especially (according to media reports) First Nations Peoples who have strong cultural connections to waters.

It is also important to note that that the full extent of impacts from the algal bloom may not be immediately evident, and:

- coastal and marine ecosystems might take many years to recover (if they do recover)
- fisheries may not recover for many years as fish recruitment is being impacted
- businesses along the coast may not realise the full impact of economic downturn until after peak visitor periods in 2026
- markets may not recover until confidence is restored and
- the broader mental health impacts may not be known for many years.

Responses must consider the various lead/lag times of the many complex and interrelated impacts.

Coastal councils have been active

Coastal councils acted swiftly to support communities through the algal bloom. Key actions include:

- daily beach inspections, clean-ups and disposal of organic waste by council field teams (before the State Government took the lead on these)
- installation of signage and safety messaging on beaches
- engaging with community members on the beach and at council facilities
- real-time community updates (e.g. [Algal Bloom Updates: Support For Our Beaches | City of Charles Sturt](#))
- proactive social media communication to manage concerns
- amplification of state government information
- council-initiated community information sessions and their promotion
- hosting state government community forums
- business liaison and support via councils' economic development teams

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- monitoring and reporting of public enquiries, with significant spikes in community concern logged across July to September.

Financial and resource implications

The algal bloom has placed significant unplanned resource demands on coastal councils, including increased field team deployment, beach inspections, public safety messaging, and customer service response. Coastal councils absorbed these frontline responsibilities without a formal emergency-style funding mechanism during the initial response.

Federal and State Government support

Given these wide-ranging and devastating impacts, and the resource impost on coastal councils, LGA, ACCN and SACCA have welcomed the Federal and State Government's combined \$136.75 million in funding and other resources to help SA to respond to the algal bloom, including:

- a minimum of \$28.25 million for scientific research into the bloom
- \$20.6 million for shellfish and seagrass restoration
- a minimum of \$19 million to activate coastal spaces including through removing dead marine life from beaches, beach patrols, updating the BeachSafe app, grants for clubs and providing mental health support
- a total of \$10.1 million in direct funding to local government for grants to assist those local communities who are dealing with these challenges and for a coastal infrastructure grants program and a coastal event grants program
- significant business support grants and recovery services to help impacted businesses manage the effects and plan for recovery
- significant cashbacks, travel vouchers and tourism marketing to support coastal tourism and hospitality
- public information campaigns, the official algal bloom website and hotline, community forums and signage
- the Commonwealth adding a new stream, for significant ecological events, under the Regional Investment Corporation fund, a multibillion-dollar fund that provides support to farmers to manage drought, to provide longer-term support for farmers (including shellfish farmers) to manage events like marine heat waves and algal bloom.

Key issues identified

1. It is likely that climate change is the primary cause of the bloom.

A Marine Heatwave (MHW) some 2.5C above normal temperatures is likely the main cause of the algal bloom and we know that such events are likely to become more frequent and enduring under climate change.

There is also research evidence overseas showing that increased acidity (dissolved CO₂) promotes the growth and possibly increases the toxicity of *Karenia* blooms. Thus, increased ocean acidity over time could favour the growth of harmful algal blooms.

It is acknowledged that the State Government has existing commitments to reduce net greenhouse gas emissions, achieve net zero emissions by 2050, and achieve 100% net renewable electricity generation by 2027.

2. The need for robust planning and governance.

The algal bloom has revealed that the state was unprepared for such a large-scale event. Councils and communities bore the burden of the resource-intensive early response activities such as communication and beach cleanup and there was no clear lead agency to coordinate response causing confusion.

Responsibility was initially dispersed across DEW, Department of Primary Industries and Regions (PIRSA), Environment Protection Authority (EPA) and SA Health, which led to inconsistent messaging and management.

There was reluctance to treat the event as an emergency, which limited the ability to activate funding or State-led coordination (it is acknowledged that the State Emergency Management Plan (SEMP) does not identify Algal Bloom as a hazard and there is no appointed Control Agency).

Planning and governance arrangements took a while to embed. Establishment of the Department of Premier and Cabinet (DPC)-led Algal Bloom Coordination Unit, using arrangements and structures like the state emergency management arrangements (which are known and understood by agencies) facilitated a coordinated, multi-agency response.

The bloom was predicted to dissipate with the onset of winter with cooler water temperatures, stronger winds and storm activities bringing waves and turbulence. When that did not occur, the state government secured and mobilised funding and/or resources relatively quickly, and convened the Algal Bloom Cabinet Taskforce in July closely followed by the various advisory and working groups, including the Stakeholder Reference Group of which the ACCN and SACCA are representees.

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In the absence of proven emergency management arrangements being activated, the new planning and governance arrangements took time to be embedded. Through the Stakeholder Reference Group and other working groups, SACCA ACCN and LGA provided feedback on the adequacy of these arrangements and welcomed the eventual DPC-led approach across government in a coordinated manner (like arrangements under the SEMP).

LGA, ACCN and SACCA consider the use of SEMP-type arrangements that are widely understood and well-practised as appropriate and indeed that they have improved the management of and messaging on the bloom response.

In August (five months after the algal bloom was detected), PIRSA took a lead role in coordinating clean-up activities. Then late in August, DPC was appointed as lead agency. This greatly improved overall coordination of clean-up activities and provided greater focus and leadership on broader issues e.g. research, economy, health and tourism.

Local government is represented in the DPC Algal Bloom Clean-up Incident Management Team, and each impacted coastal council plays a key role in clean-up activities along with other state government coordinated resources (e.g. DEW, Disaster Relief Australia and external contractors).

3. *The need for clear, science-based communication.*

Misinformation and media speculation about the causes of the bloom event has caused significant confusion and likely impacted coastal tourism and businesses, and coastal-related business, such as fish retailers and fishing tackle stores.

Inconsistent access to environmental health data from State agencies has limited councils' ability to respond confidently to community concerns and residents continue to ask councils questions about:

- safety of swimming, dog walking, and exercising at the beach
- health impacts from smell and airborne exposure
- risk of contamination of inland waters, such as the Port River and West Lakes.

Trusted, science-based information on algal blooms is important to counter misinformation and alternate theories on the algal bloom, support councils to provide accurate information to their communities, and increase and maintain confidence in seafood safety, support tourism, and the viability of local businesses during and after such events. It also gives communities the confidence in the commitment of all levels of government to support them and manage this crisis, which is important for the mental health of coastal communities and the wider South Australian community.

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It is appreciated that the State Government:

- consolidated information on the algal bloom from DEW, PIRSA, EPA and SA Health on a one-stop Algal Bloom website and improved public messaging on the bloom, including via consistent beach signage and on traditional and social media
- has held and continues to hold public forums for impacted coastal communities around the state
- now holds Local Government briefings (via Teams) every Friday, as advocated for by SACCA, ACCN and LGA.

4. The need to support the recovery of ecosystems, economies and communities from the algal bloom.

The bloom has already had a devastating impact on coastal and marine ecosystems, industries dependent on them, coastal-based and coastal-related businesses, and coastal communities and the wider South Australian community, and the impacts are likely to get worse if the bloom persists into Spring and Summer. It may take a long time for ecosystems, economies and communities to recover from the bloom and there will need to be measures to support their recovery.

It is acknowledged the Federal and State Governments have invested in industry support and financial counselling for commercial fishers, aquaculture farmers and 'eligible' small businesses, however some impacted businesses are not eligible for such funding (such as fuel stations, butchers, cafes, bakeries and so on).

It is also appreciated that the State Government proposes to develop a Recovery Plan to guide the recovery of ecosystems, industry, tourism and community health over the medium to long term. LGA, ACCN, SACCA and coastal councils seek input into this plan given they will have a role in implementing it.

5. The need to support community wellbeing and resilience.

The algal bloom has had a significant impact on the wellbeing and resilience of coastal communities and the wider South Australian community.

in addition to the distress caused by the immediate impacts, there are widespread reports of people having a profound sense of loss and grief about the future (i.e. eco anxiety).

It is appreciated that the Federal and State Governments have invested in mental health support and workforce advice for small businesses impacted by the harmful algal bloom, and is proposing to provide additional mental health support for communities.

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The Public Health Monitoring Strategy proposed in the Summer Plan could include mapping of mental and physical health impacts that will be useful for SA in the future, referencing population health data and social health determinants.

6. *The need for long-term monitoring, modelling and further research to understand the causes of algal blooms.*

Further research is needed to understand the causes of the bloom, bloom dynamics, ecosystem level effects, the impacts on species, the impacts on fisheries, aquaculture, tourism, and coastal communities, potential mitigation measures, and potential recovery and restoration measures.

Early MHW and bloom detection, and the ability to track the movement of algal blooms and the impacts on water and air quality, is critical to ensure we are better prepared for future bloom events.

It is critical that we develop better understanding of the health of coastal and marine ecosystems, track changes over time, and inform evidence-based responses to climate change, marine heatwaves, and harmful algal blooms.

It is appreciated that the Federal and State Governments have allocated a minimum of \$28.25 million for scientific research into the bloom.

It is also acknowledged that the [Algal Bloom Innovation and Regeneration Challenge](#), promoted by some mayors of coastal councils and with seed funding from the Local Government Research and Development Scheme, is seeking to leverage private investment to develop innovative solutions to algal blooms. As well as seeking to create a solutions pipeline of innovative technologies not available through traditional procurement, the Challenge seeks to:

- Instil Public Confidence: Demonstrate decisive government action on environmental crisis
- Achieve Global Recognition: Showcase SA's innovation leadership ahead of COP31 talks
- Attract Investment: Draw international investment and expertise to SA
- Transfer Knowledge: Build local capacity through collaboration with global experts
- Create a Replicable Model: Create exportable solutions for other Australian states and international markets.

7. *The need to build the resilience of coastal and marine ecosystems.*

Living reefs dominated by Australian flat oysters were common in South Australia's gulfs and bays in the 1800s, spreading across 1,500 km of coastline. Today, no reefs of this kind remain, mainly because of the impact of historical fishing, dredging, water

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pollution and disease. These lost reefs once functioned as natural filters, absorbing excess nutrients that found their way into the ocean.

There is also evidence that seagrass meadows host a bacterium that kills it.

Restoring SA's shellfish reefs and seagrass meadows would restore the important filtration services that the reefs once provided to help mitigate future harmful algal bloom events, as well as increasing biodiversity, blue carbon and fish productivity, and potentially reducing coastal erosion.

It is appreciated that the Federal and State Governments propose to invest \$20.6 million for shellfish and seagrass restoration.

What we seek from the State Government

A comprehensive, coordinated approach to avoid, mitigate, respond to, recover from the current algal bloom event, and build resilience to future harmful algal bloom events. Noting the work already underway and what is proposed in the Summer Plan, LGA, ACCN and SACCA recommend:

1. Continue South Australia's decarbonisation efforts to reduce greenhouse gas emissions and, in turn, ocean warming

While the amount of greenhouse gas emissions already in the atmosphere, even if we were to reduce GHG emissions today, mean MHW events are, to a certain extent 'baked in', the State Government should seek to avoid making climate change, and particularly MHW, more frequent and intense, by continuing its commitment to:

- reduce net greenhouse gas emissions by at least 60% by 2030
- achieve net zero emissions by 2050, and
- achieve 100% net renewable electricity generation by 2027.

The State Government should also continue to strongly advocate for carbon mitigation/decarbonisation nationally and internationally.

2. Recognise harmful algal blooms as a hazard in the State Emergency Management Plan and subsidiary strategies and plans.

LGA, ACCN and SACCA recommend amending the State Emergency Management Plan (SEMP) to incorporate:

- Algal Bloom as a hazard with an assigned Hazard Risk Reduction Leader as per Section 5A(3)(b) of the *Emergency Management Act 2004* (the Act)
- a designated Control Agency for Algal Bloom as per Section 20 of the Act

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- a designated Support Agency or agencies as per section 9.3 of the SEMP
- a designated Functional Support Group or groups as per section 9.4 of the SEMP and
- a broader description of what constitutes an emergency in terms of an event's 'consequences' rather than being confined to a particular hazard type as per section 6 of the SEMP.

This would capture other future unprecedented events that have also not been specifically listed in the SEMP. In addition to listing hazard types such as fire, flood or algal bloom, part of the definition of what constitutes a disaster or emergency would relate to the damage caused to environment, ecosystems, communities and economy, and so where an incident occurs that involves a new/ unprecedented or unlisted hazard, the definition can be used to identify if it is an emergency and which agency might be the Hazard Risk Reduction Leader and which agency might be the Control Agency.

If there was a consequence-based definition of what constitutes a disaster or emergency, it would make it clearer to SA Police that they can apply the existing SEMP responsibility under section 9.1.2 of 'making a determination when it is unclear as to which agency at an emergency should be in control' and which organisations should be Support Agencies or Functional Support Groups.

3. Clear science-based communications to communities and stakeholders

Real-time, science-based updates on the detection and movement of an algal bloom, water quality, beach safety and seafood safety and State Government activities related to the bloom, on the government's Algal Bloom website as the single point of truth, and across traditional and social media.

LGA, ACCN and SACCA could help amplify such messaging via member councils.

4. Support the recovery of ecosystems, economies and communities from the algal bloom

- Supporting the restoration of ecosystems and the recovery of impacted fish stocks through funding to restore impacted habitats (as proposed) and protect surviving populations of affected species, including fishing bans as necessary
- Supporting economic recovery through, for example:
 - ensuring the eligibility criteria for business support grants to capture all businesses in coastal and near coastal communities that have been impacted by the HAB and a downturn in visitation (such as fuel stations, butchers, cafes, bakeries)

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- boat fee relief to encourage boating and fishing
- Supporting community recovery through funding for councils for activities.

It is noted that Federal Government has allocated its \$4 million in direct funding to local government for grants to assist those local communities which are dealing with these challenges, and the Federal and State Governments have allocated \$6.1 million for a coastal infrastructure grant program and to support coastal events. LGA has been in discussions with the Algal Bloom Coordination Unit about the allocation of the \$4 million and has recommended:

- \$2 million be allocated for general funding of coastal initiatives, to be made available to all coastal councils and used at their discretion based on priority needs
- \$2 million to be allocated to merit-based applications from councils to deliver:
 - coastal protection initiatives
 - community development initiatives
 - coastal infrastructure initiatives

With regard to the proposed coastal infrastructure grant program, LGA supports investments in coastal infrastructure, including showers, shelters, BBQs, boat ramps and fishing facilities, which all contribute to community amenity and visitor experience.

In addition, LGA, ACCN and SACCA advocate for:

- an expansion of the State Government Coast Protection Board's 'Coast Protection Grants' from \$1 million per annum to at least \$2 million per annum to support councils better manage and protect South Australia's valuable coastal assets and address climate change risks
- renewed investment in jetties via an expansion of the State Government's Jetties Renewal Program to help deliver sustainable recreational jetties into the future

5. Develop and deliver a Community Wellbeing and Resilience Framework to support the social and mental health of affected communities.

The framework should recognise the significant psychological, social, cultural, and economic impacts these events can have on individuals, families, and communities, (especially First Nations communities), particularly those whose livelihoods and identities depend on healthy marine ecosystems, and include:

- embedded, locally delivered mental health services
- peer support networks
- targeted workforce-retention initiatives
- long-term resilience planning for coastal communities.

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6. *Provide funding for long-term coastal and marine biological and ecological monitoring and extend water testing across the state*

Long term coastal and marine biological and ecological monitoring and baseline data collection

The Great Southern Reef Foundation is a not-for-profit charity run by an independent team of science, media and education professionals working to promote the recognition, stewardship and long-term health of Australia's kelp forests. [Frequently Asked Questions | Great Southern Reef](#)

The Foundation has argued for sustained State Government investment in permanent coastal and marine biological and ecological monitoring and baseline data collection, covering the Great Southern Reef and other key habitats, building on existing commitments and integrating with national observation networks.

This funding should provide the ecological baselines needed to measure change, assess impacts of marine mortality events, and track recovery or restoration success, modelled on the Great Barrier Reef Foundation funding arrangements, ensuring it does not place additional financial burdens on affected industries or local governments.

The Great Southern Reef Foundation has estimated that such monitoring would cost in the order of \$46 million over ten years. A national baseline dataset will support both environmental protection and the sustainability of dependent industries such as fishing, aquaculture, and tourism.

Extending water quality testing across the state

Consideration should be given to extending water quality testing to additional locations and to seeking to enlist fishers and community groups to undertake the water testing and uploading the results to the SA Algal Bloom Water Sampling Dashboard.

Scientists cannot be everywhere, whereas people are on beaches across the state each day, are invested in them and the health of coastal and marine waters and want to 'do something'. Funding to build citizen science capacity through, for example, training and education of community members as well as the purchase of technology (such as microscopes¹) would enable such testing to be extended across the state at a

¹ Estuarine Ecologist, Faith Coleman, advises that such water testing can be done by anyone with a suitable microscope that can cost as little as \$1700.

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relatively low cost and have the added benefits of improving the mental health of participants and, by publishing the data, potentially the wider community.

7. Provide ongoing funding to reduce nutrient discharge to coastal, estuarine and marine waters

SA's coastal councils are increasingly on the frontline of climate change-related events. For example, this winter alone there have been three major storm events coinciding with high tides, which have caused significant storm damage to public infrastructure, private property and natural coastal environments, and the recovery costs exceed many councils' financial capacity. The algal bloom is another climate-related event that has only added to the impacts on coastal communities and the pressure on coastal councils.

Considering these events, and noting that the State Government proposes to invest \$20.6 million in shellfish reef and seagrass restoration, LGA, ACCN and SACCA call for further investment in grey and green infrastructure (e.g. stormwater, wastewater) to reduce nutrient and dissolved carbon pollution discharge to terrestrial waters (including the Murray River) and, in turn, to coastal, estuarine (including the Coorong) and marine waters.

Conclusion

South Australia's current algal bloom event has caused unprecedented environmental, economic and social impacts to coastal communities and the wider community.

LGA, ACCN and SACCA welcome the Federal and State Governments' funding and resources to help SA to respond to the algal bloom and acknowledge the agility of the South Australian Government and coastal councils to respond to and recover from the current event.

LGA, ACCN and SACCA consider South Australia's current algal bloom event a climate-related hazard and call for a comprehensive, coordinated approach to avoid, mitigate, respond to, recover from the current event, and build resilience to future algal bloom events.

In summary, LGA, ACCN and SACCA request the government:

1. Continues South Australia's decarbonisation efforts to reduce greenhouse gas emissions and, in turn, ocean warming
2. Recognises a harmful algal bloom as a hazard and identify a Control Agency to coordinate response for algal blooms in the SEMP and subsidiary strategies and plans
3. Provides clear science-based communications to communities and stakeholders

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4. Supports the recovery of ecosystems, economies and communities from the algal bloom, supporting untied grants of \$2 million to coastal councils and a \$2 million support package for coastal initiatives
5. Develops and delivers a Community Wellbeing and Resilience Framework to support the social and mental health of affected communities
6. Provides funding for long-term coastal and marine biological and ecological monitoring and extend water testing across the state
7. Provides ongoing funding to reduce nutrient discharge to coastal, estuarine and marine waters.

As Professor Martina Doblin, director of the Sydney Institute of Marine Science, said: *"We cannot just treat this as a one-off event that should be monitored. This is a complex problem and we need a coordinated science-industry-governance response"*.

The current bloom is an indicator of the future as the climate continues to change, increasing the frequency, extent and duration of extreme weather and environmental events including algal blooms. California, for example, has experienced major harmful algal bloom events in 2015, 2022, 2023, and 2024.

Further State Government investment to help South Australia to respond and recover from the current event would be an investment in the State's capability to respond, recover from, and build resilience to, such blooms in the future.

LGA, ACCN and SACCA welcome the opportunity to work with the State Government as a trusted partner to support South Australian councils and their communities through this crisis, and to emerge from this event better prepared and more resilient for future events.

Appendix 1

Joint Committee on Harmful Algal Blooms in South Australia

Terms of Reference

A Joint Committee has been appointed to inquire into and report on the harmful algal blooms in South Australian marine and coastal environments, with particular reference to:

- (a) Contributing environmental, land management or water quality factors;
- (b) Ecological, economic, cultural and social impacts of algal blooms including impact on community health and wellbeing;
- (c) The cultural and economic impacts on Indigenous communities, including any loss of access to cultural practices;
- (d) The coordination of state government responses, including agency responsibility, industry engagement, scientific advice, and public communications;
- (e) The current support and recovery arrangements for impacted industries and communities;
- (f) The adequacy of long-term monitoring, forecasting and prevention strategies;
- (g) The adequacy of research funding, rehabilitation and recovery planning;
- (h) Any other related matters.

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Item No: 12.1

Subject: MOTION ON NOTICE – ANZAC HIGHWAY MEDIAN – COUNCILLOR KANE

Proposed Motion

Councillor Kane proposed the following motion:

- 1. The Mayor writes to the Minister for Infrastructure and Transport and the Department for Infrastructure and Transport (DIT), urging them to prioritise maintenance and improvement works to bring the Anzac Highway median up to an acceptable standard, including but not limited to weed control, pruning and vegetation management and landscape enhancements that reflect Anzac Highway as a key transport corridor between Adelaide’s CBD and the State’s premier coastal destinations.**
 - 2. Further request that DIT provide Council with an outline of their planned maintenance schedule and enhancements for the Holdfast Bay section of Anzac Highway.**
-

Background

The Anzac Highway corridor is arguably one of the most prominent and heavily used gateways into the City of Holdfast Bay. As such, the community reasonably expects that its presentation reflects the standards of amenity, cleanliness and care upheld across other public spaces.

Over recent months, concerns have been raised about the deteriorating condition of the Anzac Highway median, noting issues such as overgrown vegetation, weeds and general neglect.

Given that the median is a State-managed asset under the responsibility of the Department for Infrastructure and Transport (DIT), it is appropriate for Council to advocate on behalf of the community and request that the Department undertake the necessary maintenance to restore the median to an acceptable standard that is reflective of a gateway to both Adelaide and prized coastal destinations of state tourism value.

Item No: 12. 2

Subject: MOTION ON NOTICE – LEAVE OF ABSENCE – COUNCILLOR FLEMING

Proposed Motion

Councillor Fleming proposed the following motion:

That Councillor Fleming be granted a leave of absence for the period Monday 2 February 2026 to Friday 27 February 2026 (inclusive) for personal reasons.

Item No: 12.3

Subject: MOTION ON NOTICE – MILTON STREET – COUNCILLOR ABLEY

Proposed Motion

Councillor Abley proposed the following motion:

1. **That Administration undertakes localised consultation with the residents and businesses at the western end of Milton Street, Glenelg, regarding the trial of an outdoor dining area adjacent to Dante’s Deli by converting two car parking spaces.**
 2. **That a report be brought back to Council on the consultation prior to a trial being implemented.**
-

Background

Dante’s Deli is a popular coffee and sandwich shop, located on the western end of Milton Street, Glenelg. The increase in popularity of the Deli has resulted in conflict between customers and local residents. At the core of concerns raised by residents is the lack of space on the footpath in front of the Deli resulting in customers often spilling into the roadway and the other side of the street. Administration has received complaints from residents that customers are sitting on the steps of private properties and generally impacting the personal use of their properties.

Over the last few years, Administration has implemented several strategies to alleviate the concerns raised by residents. This has included additional patrols and enforcement as well as signage. These measures have made little improvement to the concerns of residents.

The next stage of intervention is to provide more space in front of Dante’s Deli to allow customers to wait for orders. Administration has undertaken a review of Milton Street and has identified the most effective way of achieving this outcome would be to convert two car parking spaces, adjacent to Dante’s Deli, into an area for customers. It is therefore proposed that local consultation be undertaken with residents and businesses at the western end of Milton Street, Glenelg, to understand the support for this proposal.

Item No: 14.1

Subject: **MINUTES - ALWYNDOR MANAGEMENT COMMITTEE – 27 NOVEMBER 2025**

Summary

The minutes of the Alwyndor Management Committee meeting held on 27 November 2025 are provided for information.

Recommendation

That the minutes of the Alwyndor Management Committee meeting held on 27 November 2025 be noted.

RETAIN IN CONFIDENCE - Section 91(7) Order

That having considered Attachments 2 and 3 to Report No: 06/26 Minutes - Alwyndor Management Committee – 27 November 2025 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 Attachments 2 and 3 be retained in confidence for a period of 24 months and that this order be reviewed every 12 months.

Background

This report is presented following the Alwyndor Management Committee meeting of 27 November 2025.

The Alwyndor Management Committee (the Committee) was established to manage 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 of 27 November 2025 are attached for Members' information.

Refer Attachments 1 and 2

At its meeting of 27 November 2025, AMC was presented with the Quarter 1 full year forecast updated for the 2025-26 financial year.

Mr Kim Cheater, Chair, requested that the Dean Newbery *2024-25 Annual Prudential Compliance Statement and Audit Report* be provided for Members' information. There are no items of concern.

Refer Attachment 3

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: General Manager, Alwyndor

General Manager: Ms B Davidson-Park

Attachment 1

CITY OF HOLDFAST BAY

Minutes of the meeting of the Alwyndor Management Committee of the City of Holdfast Bay held in the Boardroom Alwyndor 52 Dunrobin Road Hove or via Audio-visual telecommunications on Thursday 27 November 2025 at 6.30pm.

PRESENT

Elected Members

Councillor Susan Lonie
Councillor Robert Snewin

Independent Members

Mr Kim Cheater - Chair
Ms Joanne Cottle
Ms Alice Haynes (Teams)
Mr John O'Connor (Teams)
Ms Felicity Ryan (Teams)
Prof Judy Searle

Staff

General Manager Alwyndor, Ms Beth Davidson-Park
Executive Manager, Community Connections, Ms Molly Salt
Executive Manager, Residential Services, Ms Natasha Stone
Executive Manager, People and Culture, Ms Lisa Hall
Ms Shayn Osborn Senior Manager People and Culture
A/Chief Financial Officer, Mr Jarrod Thorn
Executive Assistant, Ms Bronwyn Taylor

Guests

Alison Perrott Senior Investment Adviser, Ord Minnett
Louise Matthews, Client Services Manager, Ord Minnett

1. OPENING

The Chairperson declared the meeting opened at 6.35pm.

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 Lorraine Sheppard
- 3.2 Leave of Absence
Nil

The Chair noted that CoHB CEO Ms Pamela Jackson as unable to attend.

Attending remotely via Teams are Ms Alice Haynes, Ms Felicity Ryan and Mr John O'Connor.

The Chair welcomed Alison Perrott Senior Investment Adviser, and Louise Matthews, Client Services Manager from Ord Minnett.

4. DECLARATION OF INTEREST

Committee members were reminded to declare any interest before each item.
Attachment 1 Register of Interests

5. CONFIRMATION OF MINUTES

That the minutes of the Alwyndor Management Committee meeting held on 30 October 2025 be taken as read and confirmed.

Moved by Cr Susan Lonie

Seconded by Cr Robert Snewin

Carried

6. REVIEW OF ACTION ITEMS**6.1 Action Items**

Noted

6.2 Annual Work Plan

Noted

The Chair requested the leave of the meeting to move Item 8.2: Finance Report to the first item of business and that item 8.2.4: Ord Minnett Investment Management Strategy Review to be heard first. Request granted.

8.2 Finance Report – Confidential (Report No:28/25)**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 28/25 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: 28/25 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 Prof Judy Searle

Carried

Motion:

That the Alwyndor Management Committee:

RETAIN IN CONFIDENCE - Section 91(7) Order

5. That having considered Agenda Item 8.2 Financial Report - confidential (Report No 28/25) 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 Report, Attachments and Minutes be retained in confidence for a period of 18 months and that this order be reviewed every 12 months.

Moved by Cr Robert Snewin, Seconded by Ms Joanne Cottle

Carried

7.1 General Manager Report (Report No 26/25)

7.1.1 Proposed AMC meeting schedule for 2026

Taken as read.

7.1.2 Alwyndor Enterprise Agreement update

Taken as read.

7.1.3 ARIIA Data Literacy Project Update

In response to queries the Executive Manager Residential Services advised we are part of a cohort of 8 organisations. We have submitted our Stage 4 Proposal Plan and will continue if the project is successful.
AMC will be kept updated.

Motion:

That the Alwyndor Management Committee:

- 1. Approve the Alwyndor Management Committee meeting schedule for 2026.**
- 2. Note the Alwyndor Enterprise Agreement update.**
- 3. Note the ARIIA Data Literacy Project update.**

Moved by Cr Susan Lonie Seconded by Ms Alice Haynes

Carried

8. CONFIDENTIAL REPORTS**8.1 General Manager Report – Confidential (Report No27/25)****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: 27/25 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: 27/25 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 Cr Susan Lonie, Seconded by Prof Judy Searle.

Carried

Motion:

That the Alwyndor Management Committee:

RETAIN IN CONFIDENCE - Section 91(7) Order

1. **That having considered Agenda Item 8.1 General Managers Report – Confidential (Report No: 27/25) 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 Ms Joanne Cottle, Seconded by Mr John O'Connor

Carried

9. OTHER BUSINESS – Subject to the leave of the meeting

- 9.1 The General Manager put the call out for volunteers to assist with the staff Christmas BBQ on the 18 December. Interested members to contact Beth.
- 9.2 The General Manager is on leave from 12 December 2025 – 9 January 2026. Acting GM to be advised.
- 9.3 The Chair is on leave from 13 December 2025 – 15 January 2026. Discussion with Lorraine to be arranged once Acting GM is determined.

10. DATE AND TIME OF NEXT MEETING

The next meeting of the Alwyndor Management Committee will be held on **26 February 2026** in the Boardroom Alwyndor, 52 Dunrobin Road, Hove.

11. CLOSURE

The meeting closed at 8.42pm.

CONFIRMED 26 February 2026

CHAIRPERSON

Item No: 14.2

Subject: **MINUTES – JETTY ROAD MAINSTREET COMMITTEE – 21 JANUARY 2026**

Summary

The public and confidential minutes of the meeting of the Jetty Road Mainstreet Committee held on 21 January 2026 are presented to Council for information.

Recommendation

That Council notes the public and confidential minutes of the meeting of the Jetty Road Mainstreet Committee of 21 January 2026.

Background

The Jetty Road Mainstreet Committee (JRMCC) has been established to undertake work to benefit the traders on Jetty Road Glenelg, using the separate rate raised for this purpose. Council has endorsed the Committee's Terms of Reference.

Jetty Road Mainstreet Committee Agendas, Reports, and Minutes are available on council's website and the meetings are open to the public.

Report

The public and confidential minutes of the meetings of the Jetty Road Mainstreet Committee held on 21 January 2026 are presented to Council for information.

Refer Attachments 1 and 2

Budget

Not applicable

Life Cycle Costs

Not applicable

Strategic Plan

Building an economy and community that is inclusive, diverse, sustainable and resilient.

Council Policy

Not applicable

Statutory Provisions

Local Government Act 1999, section 41

Written By: Executive Officer

General Manager: Strategy and Corporate, Mr A Filipi

Attachment 1



Minutes of the Jetty Road Mainstreet Committee Held in the Mayor's Parlour, Glenelg Town Hall on Wednesday 21 January 2026 at 6.00pm

ELECTED MEMBERS PRESENT

Mayor A Wilson
Councillor R Abley
Councillor A Kane

COMMITTEE REPRESENTATIVES PRESENT

Attitudes Boutique, G Martin
Beach Burrito, A Warren
Cibo Espresso, T Beatrice
RD Jones Group, R Shipway
Theodorakakos Property Group, J Theodorakakos
Yo-Chi, B Millard
Independent Member, S Smith

STAFF IN ATTENDANCE

General Manager, Strategy and Corporate, A Filipi
Manager City Activation, N Reynolds
Manager Finance, C Blunt
Executive Officer, R Steventon

1. OPENING

The Chair, G Martin declared the meeting open at 6.03pm.

2. KAURNA ACKNOWLEDGEMENT

With the opening of the meeting the Chair, G Martin stated:

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. APOLOGIES

3.1 Apologies Received – A Fotopoulos, M Gilligan, K Bailey

3.2 Absent - Nil

4. DECLARATION OF INTEREST

Members were reminded to declare their interest before each item.

5. CONFIRMATION OF MINUTES

Motion

That the minutes of the Jetty Road Mainstreet Committee held on 3 December 2025 be taken as read and confirmed.

Moved Councillor Abley, Seconded S Smith

Carried

6. PRESENTATIONS

6.1 **Transforming Jetty Road Update**

A Filipi provided a verbal update on the Transforming Jetty Road project.

J Theodorakakos joined the meeting at 6.08pm.

7. QUESTIONS BY MEMBERS

7.1 **Without Notice** - Nil

7.2 **On Notice** – Nil

8. MOTIONS ON NOTICE - Nil

9. REPORTS BY OFFICERS

9.1 Action Items (Report No: 03/26)

This report documents questions and actions raised in previous meetings and advises the Jetty Road Mainstreet Committee (JRMC) Administration's progress updates and outcomes.

Motion

That the Jetty Road Mainstreet Committee receives this report and items of interest discussed.

Moved T Beatrice, Seconded S Smith

Carried

9.2 Terms of Reference and Implementation Plan (Report No: 04/26)

At the meeting of 1 October 2025, the Jetty Road Mainstreet Committee considered a report (Report No: 336/25) that sought adoption of revised Terms of Reference (ToR) for the Jetty Road Mainstreet Committee (JRMC). At that meeting the Committee moved a motion to defer the report until December 2025 on the basis that Administration plan an implementation of the membership transition under the proposed Terms of Reference.

This report sought the Committee's endorsement and recommendation of the revised ToR's to Council for adoption; and endorsement of the proposed implementation of the membership transition.

Motion

That the Jetty Road Mainstreet Committee:

1. **endorses the Terms of Reference presented in Attachment 1 with minor amendments to clause 7 – Appointment Process and recommends them to Council for adoption;**
2. **notes the resignation of Gilia Martin, Angus Warren and Stacey Mills from the Committee;**
3. **approves a Selection Panel, consisting of:**
 - **A Warren**
 - **G Martin**
 - **R Shipway****to commence the appointment process for two trader members and one independent member.**



Moved B Millard, Seconded S Smith

Carried

Leave of Meeting

The Chair sought leave of the meeting to move Item 11.1 Jetty Road Mainstreet Mid-Year Report (Report No: 05/26) in the Agenda to be considered after Item 9.2.

Leave of the meeting was granted.

11.1 Jetty Road Mainstreet Mid-Year Financial Report (Report No: 05/26)

Motion - Exclusion of the Public – Section 90(3)(b & d) Order

1. That pursuant to Section 90(2) of the *Local Government Act 1999* the Jetty Road Mainstreet Committee hereby orders that the public be excluded from attendance at this meeting with the exception of the Staff in attendance at the meeting in order to consider Report No: 05/26 Jetty Road Mainstreet Mid-Year Financial Report in confidence.

2. That in accordance with Section 90(3) of the *Local Government Act 1999* the Jetty Road Mainstreet Committee is satisfied that it is necessary that the public be excluded to consider the information contained in Report No: 05/26 Jetty Road Mainstreet Mid-Year Financial Report on the following grounds:

b. pursuant to section 90(3)(b) of the Act, the information to be received, discussed or considered in relation to this Agenda Item is information the disclosure of which could reasonably be expected to confer a commercial advantage on a person with whom the Council is conducting business; in that the fees negotiated with the contractor are commercial in confidence.

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.

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 prejudice the commercial position

of the person who supplied the information in that the intellectual property contained in a program of work specifically negotiated with the contractor and contracted by the Committee will be discussed.

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.

Moved Councillor Abley, Seconded T Beatrice

Carried

Councillor Kane joined the meeting at 6.30pm.

Motion - RETAIN IN CONFIDENCE – Section 91(7) Order

That having considered Agenda Item 11.1 Mid-Year Financial Report (Report No: 05/26) in confidence under section 90(2) and (3)(b and d) of the *Local Government Act 1999*, the Jetty Road Mainstreet Committee, pursuant to section 91(7) of that Act orders that the report, attachments and minutes to this report be retained in confidence for a period of 12 months and that this order be reviewed every 12 months.

Moved R Shipway, Seconded Councillor Abley

Carried

9.3 **Draft 2026-27 Jetty Road Mainstreet Committee Budget (Report No: 08/26)**

Motion - Exclusion of the Public – Section 90(3)(b) Order

1. That pursuant to Section 90(2) of the *Local Government Act 1999* the Jetty Road Mainstreet Committee hereby orders that the public be excluded from attendance at this meeting with the exception of the Staff in attendance at the meeting in order to consider Report No: 08/26 Draft 2026-27 Jetty Road Mainstreet Committee Budget in confidence.
2. That in accordance with Section 90(3) of the *Local Government Act 1999* the Jetty Road Mainstreet Committee is satisfied that it is necessary that the public be excluded to consider the information contained in Report No: 08/26 Draft 2026-27 Jetty Road Mainstreet Committee Budget on the following grounds:

- b. pursuant to section 90(3)(b) of the Act, the information to be received, discussed or considered in relation to this Agenda Item is information the disclosure of which could reasonably be expected to confer a commercial advantage on a person with whom the Council is conducting business; in that the fees negotiated with contractors are commercial in confidence.

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.

Moved Councillor Abley, Seconded T Beatrice

Carried

Motion - RETAIN IN CONFIDENCE - Section 91(7) Order

That having considered Agenda Item 10.3 2026-27 Jetty Road Mainstreet Committee Budget, the Jetty Road Mainstreet Committee, pursuant to section 91(7) of the *Local Government Act 1999* orders that Attachment 1 and the minutes be retained in confidence and the Chief Executive Officer is authorised to release the documents when the 2026-27 Annual Business Plan and Budget is released for community consultation.

This order is subject to section 91(8)(b) of the Act which provides that details of the identity of the successful tenderer must be released once Council has made a selection.

Moved A Warren, Seconded T Beatrice

Carried

10. URGENT BUSINESS – SUBJECT TO THE LEAVE OF THE MEETING

10.1 Change of meeting date

Motion

That the Jetty Road Mainstreet Committee meeting scheduled for 1 April be rescheduled to 25 March.

Moved A Warren, Seconded T Beatrice

Carried

11. ITEMS IN CONFIDENCE

Item 11.1 on the Agenda was considered after Item 9.2, as per leave of the meeting granted.



12. DATE AND TIME OF NEXT MEETING

The next meeting of the Jetty Road Mainstreet Committee will be held on Wednesday 4 February 2026 to commence at 6.00pm in the Mayor's Parlour Glenelg Town Hall.

13. CLOSURE

The Meeting closed at 8.30pm.

CONFIRMED 4 February 2026

CHAIR

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. **Accommodation Diversity Code Amendment**
 2. **Assessment Improvements Code Amendment**
 3. **Submission to Green Adelaide regarding the Draft Regional Landscape Plan 2026 – 2031.**
 4. **Enforcement of personal mobility device regulations along the Coast Park path**
 5. **Correspondence regarding advocacy for the High Productivity Vehicle Network and Greater Adelaide Freight Bypass**
 6. **Automated External Defibrillator (AED)**
 7. **Holdfast Bay Dog Club**
 8. **Department for Infrastructure and Transport 40 km/h time-based school speed limits**
 9. **Ageing Sewer Infrastructure – Moseley Street**
 10. **Christmas at the Bay – 6 December 2025**
 11. **Proclamation Day – 28 December 2025**
 12. **New Year's Eve – 31 December 2025**
-

Report

1. **Accommodation Diversity Code Amendment**

Following a period of community consultation and consideration of submissions, including one from the City of Holdfast Bay endorsed at its meeting held on 25 February 2025, the Accommodation Diversity Code Amendment came into operation on 4 December 2025. A number of post-consultation changes were made to the Code, some of which defuse the problematic policies whilst others intensify opportunities for development.

A positive change involves the temporary pause on student accommodation from Established Neighbourhood and Character Area locations, which is consistent with Council's recommendations to the Minister. Also, commercial components

attributable to aged and supported accommodation is limited to 10% of the building's total floor area, thereby partly alleviating Council's concerns regarding large commercial precincts developing in residential streets. Pleasingly, adjacent landowners will require notification of development above 4-storeys in height, thereby addressing another concern held by Council.

Notwithstanding the positive changes, a notable concession to developers involves a reduction to the threshold for aged and supported accommodation where the qualifying land size area for 4-storey buildings is reduced from 10,000m² to 6,500m², and the threshold for the 6-storey buildings is reduced from 20,000m² to 10,000m². This unlocks further opportunities for 4 to 6-storey buildings in residential areas.

The full content of the Code Amendment can be found at the following link:

[View code amendment | PlanSA](#)

2. **Assessment Improvements Code Amendment**

The Assessment Improvements Code Amendment was finalised and adopted by the Minister for Planning on 19 December 2025. This Amendment proposed several technical amendments to South Australia's Planning and Design Code, which contains the planning policies and rules for our state. The key inclusions from the City of Holdfast Bay's perspective include:

- amendments to demolition policy for local heritage places to exclude deterioration as a supporting factor for demolition;
- additional mitigation measures for swimming pool filtration systems to not cause unreasonable noise nuisance to adjacent properties; and
- require the provision of at least one car park space behind the main face of the building if no covered space is proposed.

A full copy of the Code Amendments can be found at the following link:

[Assessment Improvements Code Amendment finalised | PlanSA](#)

3. **Submission to Green Adelaide regarding the Draft Regional Landscape Plan 2026 – 2031.**

Every five years, Green Adelaide develops a Regional Landscape Plan to guide their work. During 21 November to 19 December 2025, Green Adelaide undertook public consultation regarding their next landscape plan for 2026 – 2031, which can be seen at this link: [Draft Green Adelaide Regional Landscape Plan 2026 - 2031](#).

Administration developed a response to this consultation and submitted the attached to Green Adelaide. Key points include:

- Recognising the role of Regional Climate Partnerships (in our case, Resilient South) in contributing to a climate-ready region.

- A better connection in the plan between the impact of unhealthy inland waters and their impact on the marine environment, as the receiving environment.
- Recommendation that the Regional Plan identify Warriparri (Sturt River) as a priority, flagship opportunity, with Green Adelaide committing to lead the development of a coordinated regional program shaped in partnership with Kaurana, councils and State agencies. This would combine immediate action with a long-term vision, guiding cultural and ecological restoration, improving habitat and waterway health, strengthening flood resilience, and enhancing community access along the entire corridor.
- One of the three focal areas in the plan is 'Greening and biodiversity'. The term 'greening' is being used in several contexts and can be misinterpreted. Suggestions have been made about clarifying what this term means.
- Suggestion to separate the topics of biodiversity management and greening into two separate, albeit overlapping, focal areas.
- Detailed comments about specific points, which can be seen in the attached submission.

Refer Attachment 1

4. Enforcement of personal mobility device regulations along the Coast Park path

On 28 October 2025, Council wrote to Minister Boyer MP, Minister for Police to request the support of South Australia Police in enforcing the newly-introduced regulations and existing shared path road rules for Personal Mobility Devices (PMDs), including e-scooters, along the Coast Park Path within our Council area.

Refer Attachment 2

On 23 December 2025, Council received a response from Minister Boyer advising our concerns have been referred to SAPOL who will increase their presence over the coming summer months to monitor and enforce safe PMD usage.

Refer Attachment 3

Administration spoke directly with Sergeant Gregory Norman from Henley Beach Police Station, regarding our request for enforcement of personal mobility device regulations along the Coast Park path.

Sergeant Norman advised he had instructed members of Operation Jericho and the Traffic Service Section to monitor sections of the coastal paths to provide additional coverage. The primary purpose of this activity is to educate users about the new legislation relating to personal mobility devices. Specific areas of concern, including Minda Coast Park, were also discussed. This location falls within the jurisdiction of Sturt Police Station, and Sergeant Norman indicated he would contact Sturt Police directly on our behalf to raise the issue.

On 2 January 2026, the City of Holdfast Bay provided an application to the Department for Infrastructure and Transport (DIT) for Wheeled Recreational Devices

Prohibition for the extent of the Jetty Road Glenelg footpaths in line with Council Motion C220725/9105.

Administration is continuing to maintain a register of reported incidents, concerns, and improvements regarding the use of e-scooters over the following months and will provide formal feedback to the Minister for Transport during the 12-month monitoring period.

5. Correspondence regarding advocacy for the High Productivity Vehicle Network and Greater Adelaide Freight Bypass

At its meeting on 14 October 2025, Council agreed to support the City of Burnside's advocacy for the High Productivity Network and Greater Adelaide Freight Bypass and authorised the Mayor and Chief Executive Officer to co-sign a letter to nominated Federal and State Members of Parliament and Department Heads, calling on both levels of government to commit to full and coordinated funding to ensure the complete delivery of this infrastructure initiative.

A response has been received from the Chair, State Planning Commission in response to the letter.

Refer Attachment 4

6. Automated External Defibrillator (AED)

South Australia's AED laws (*Automated External Defibrillators (Public Access) Act 2022*) mandates that certain public buildings, facilities, and transport must have installed and registered AEDs from 2025-2026, covering places such as large shops, gyms, schools, community centres, and public transport services.

Administration has ensured all prescribed buildings as identified under the Act and owned by the City of Holdfast Bay, are now equipped with AEDs.

The Council currently maintains a total of 52 AED units, this includes six being accessible 24 hours a day, seven available during standard business hours, with the remainder aligned to sporting and community facilities operating hours.

Council has in place a maintenance schedule and long term renewal plan to ensure ongoing compliance and functionality. Our AED locations and information have been registered with [SA Ambulance Services \(SAAS\) website](#).

7. Holdfast Bay Dog Club

On 11 December 2025 the Holdfast Bay Dog Centre Committee confirmed that the Dog Club had made the decision to close for the foreseeable future. At the time they did not provide Council or its members with a reason why this decision was made, or whether ceasing operations was permanent or temporary. Following Council's request, the Club notified their members, updated their social media and disabled all payment functionality on their website. At this stage, they have not formally

terminated their Licence over the premises, nor have they provided any further correspondence.

On 15 January 2026, a Club member notified Council that a Form 529 was issued to all members the day prior, with the intent to hold a meeting on 4 February 2026 at 7pm to consider and pass the following resolutions:

- That the Association, in view of its inability to continue by reason of its liabilities, be wound up as a creditor's voluntary liquidation;
- That Daniel Lopresti of Clifton Hall be appointed as Liquidator.

A workshop will be held with Elected Members on 3 February 2026 to discuss next steps.

8. Department for Infrastructure and Transport 40 km/h time-based school speed limits

The Department for Infrastructure and Transport has notified Administration of its intention to implement 40 km/h time-based school precinct speed limits on state-managed roads (main roads) to improve children's safety.

The reduced speed limits are being introduced throughout South Australia on roads near schools that currently have speed limits of 50 km/h or higher. Speed limits will be enforced at each site as signage is installed.

The new 40 km/h time-based school speed limit will apply on school days when children are travelling to and from school during these times:

- 8:00 am to 9:30 am
- 2:00 pm to 4:00 pm

This excludes weekends, public holidays and school holidays.

The next stage of the roll-out is expected to take place from mid-January and is anticipated to be completed by the end of March 2026. The first locations in the City of Holdfast Bay to be rolled out in early 2026 are:

- Brighton Primary School, Brighton Road, Brighton
- Brighton Secondary School, Brighton Road, North Brighton
- Sacred Heart College - Marcellin Campus, Brighton Road, Somerton Park
- Seacliff Primary School, Brighton Road, Seacliff

To be delivered in late 2026:

- Glenelg Primary School, Diagonal Road and Brighton Road, Glenelg East

Existing '25 km/h when children present' school zone speed limits on Council owned roads will not change.

Further information can be found on DITs project website: [40 km/h school speed limits - Department for Infrastructure and Transport - South Australia](#)

9. Ageing Sewer Infrastructure – Moseley Street

At Council's meeting on 28 October 2025, a motion was put forward by Councillor Miller requesting that Council writes to SA Water seeking clarification on the status of sewer pipes on Moseley Street, and any proposed rectification including replacement of pipes.

A copy of the proposed letter was included with the report at that meeting, sent to SA Water on 29 October 2025, and is attached for information.

Refer Attachment 5

A response has been received from Mr Ryan, Chief Executive Officer, SA Water and is attached for information.

Refer Attachment 6

10. Christmas at the Bay – 6 December 2025

The Christmas at the Bay event was successfully delivered, attracting around 7,000 attendees and generating strong community engagement and increased youth participation despite challenging weather conditions.

The static event, held in lieu of the traditional pageant, which could not proceed due to the Transforming Jetty Road project, featured children's activities, a youth market, stage performances, and pre-booked experiences, reinforcing its role as a flagship youth and community initiative.

The event was supported again by the Jetty Road Mainstreet Committee with additional in-kind sponsorship provided by Adelaide Festival Centre.

11. Proclamation Day – 28 December 2025

Proclamation Day was held at the historic Old Gum Tree Reserve with a culturally-grounded and respectfully-presented civic ceremony that honoured the 189th anniversary of the Proclamation of South Australia.

Proceedings commenced with a Kurna smoking ceremony and Welcome to Country, followed by formal addresses from the Governor of South Australia, the Mayor, and the Premier. The event included performances by the City of Holdfast Bay Concert Band and Glenelg Brass Band, the reading of the Proclamation, and the presentation of the Governor's Civic Awards.

The ceremony attracted community members, dignitaries, Kurna Elders, and representatives from government, defence, and emergency services, reinforcing the significance of this annual commemoration and the City's ongoing commitment to cultural recognition, heritage preservation, and civic engagement.

12. New Year's Eve – 31 December 2025

New Year's Eve was staged successfully across Glenelg and Brighton attracting approximately 50,000 attendees at Glenelg and a further 4,000 to 5,000 people at Brighton.

The family-friendly, alcohol-free celebrations featured staged entertainment, two coordinated fireworks displays and a well-managed crowd along the foreshore precincts.

Attendance at Glenelg was lower than in previous years, likely due to cooler-than-usual weather conditions and the absence of tram services to Glenelg. SA Police reported positive outcomes, noting a friendly atmosphere throughout the evening.

The event was supported by funding from the Department of Premier and Cabinet (\$65,000), an algal bloom event support grant from South Australian Tourism Commission (\$15,000) and SOLO Waste Recovery's sponsorship (\$10,000).

New Year's Eve at the Bay's success reinforced its position as one of South Australia's major celebrations, underpinned by strong stakeholder collaboration to create a safe and enjoyable experience for the community.

Written By: Executive Officer

Chief Executive Officer: Ms P Jackson

Attachment 1



19 December 2025

James Peters
Green Adelaide
dew.greenadelaide@sa.gov.au

Dear James

Green Adelaide Draft Regional Landscape Plan 2026 - 2031

The City of Holdfast Bay welcomes the opportunity to provide a submission on the Draft Green Adelaide Regional Landscape Plan 2026 – 2031 ('the Plan'). As a council committed to environmental sustainability, we recognise the vital role biodiversity and greening plays in sustaining healthy ecosystems, enhancing community well-being, and building resilience to climate change. We are pleased to submit this response from Administration, as there was not enough time to provide a council endorsed submission.

The City of Holdfast Bay has benefited from Green Adelaide investment both in terms of funding and technical expertise. This has enabled us to eradicate significant declared weeds, as well as reintroducing a range of local native plants, including some threatened species, and installing a range of water-sensitive urban design applications. In 2024, the City of Holdfast Bay undertook a repeat biodiversity survey of approximately 130 sites, that were first surveyed in 2018. The results showed a significant improvement across the city (an average improvement of 37.5%), with the most substantial improvements being in sites where some of the Green Adelaide funding had been applied.

Climate-ready region

We recognise that climate change is woven throughout the plan and welcome this as a significant outcome for Green Adelaide.

We also wish to highlight the roles played by local councils in undertaking much of the on-ground work required to achieve this outcome. In particular, the provision of part-funding for the coordinator roles for Resilient South, Resilient East and AdaptWest is a significant and strategic investment for Green Adelaide, but this is not captured or supported by the Plan. It would be ideal to see this supported by and recognised in the Plan, enabling flow through of support for annual budget cycles, and demonstrating Green Adelaide's support for climate-ready work by these regional climate partnerships.

Focus area: Coast and marine

We are pleased to see that with the reduced number of focus areas, coastal and marine ecosystems are still a key focus, as these require specialist knowledge, management and attention. However, we suggest that there needs to be more connection between the impact of unhealthy inland waters and their impact on the marine environment, as the receiving environment.

Focus area: Inland waters

Warriparri (Sturt River) is a place of deep Kurna cultural significance and one of metropolitan Adelaide's most important urban riverine corridors. We recommend that the Regional Plan identify Warriparri as a priority, flagship opportunity, with Green Adelaide committing to lead the development of a coordinated regional program shaped in partnership with Kurna, councils and State agencies. This approach would combine immediate action with a long-term vision, guiding cultural and ecological restoration, improving habitat and waterway health, strengthening flood resilience, and enhancing community access along the entire corridor. To achieve the water regime changes that would be necessary to support improvements of the existing concrete channel of Warriparri, a catchment-wide approach and action plan would be necessary.

Focus area: Greening and biodiversity

There has been some confusion in the community around the word 'greening', with the connotation that any greening is good greening. This is not always the case. In particular, this is manifesting around lawns. While a lawn is preferable to a non-permeable surface such as dolomite, which can also be very hot, lawns require a lot of water, more than would be required by native vegetation. Councils cannot afford to keep all lawns green all the time with the large amount of water needed, especially during summer. We suggest that the focus area heading be changed to reduce this confusion and increase clarity. Perhaps 'Street Trees and Biodiversity'.

Greening can also refer to an increase in tree canopy, and at times to native vegetation. This confusion should be clarified at the start of this section by providing some brief definitions before using them interchangeably throughout the text, which is quite confusing. The text also includes terms such as 'green cover' and 'a green urban environment', which are also confusing. 'Green cover' could relate to any type of planted environment but in the third paragraph it is used in relation to tree canopy, so be specific about this in the opening sentence. 'A green urban environment' is so broad that it could mean anything including astroturf. We suggest perhaps changing this phrase to something like 'An urban environment that includes a high proportion of diverse planted spaces, such as green walls, parks, community gardens, and private gardens, can provide habitat and provide critical refuge for native animals and plants, and ecosystem services ...'.

We suggest that in future landscape plans, Green Adelaide consider separating the two topics of biodiversity management and greening (as an overarching umbrella of everything except biodiversity management) into two separate, albeit overlapping, focal areas as it is currently too confusing in the current form.

Detailed comments

- Page 7 – the table should have a tick in the 'Greening and biodiversity' column for the 'Water resources and wetlands' category.
- Page 8 – if possible, it would be helpful to have local government boundaries included on this map. Nothing of significance is highlighted in the CHB area even though we have NPW Act

listed species on our sites e.g. Kingston Cliff Face, Gilbertson, Pine & Barton Gullies, as well as on the SA Water-owned edges of Warriparri.

- Page 9 - Has vegetation on the above-mentioned sites been captured in the native vegetation statistics in the table on page 9?
- Page 17 – Mentions ‘remnant coastal vegetation and connectivity corridors at key sites are conserved and enhanced’. Detail about which key sites would be useful. This applies to all sections of this outcomes table; the priority or target species or ecosystems is not always mentioned. Mention of the MANCAP should be moved from page 18 to page 17 before the table.
- Page 18 – ‘Develop and maintain data and evidence’: Include harmful algal blooms in the sentence about ‘Track existing and new threats to coast and marine ecosystems’.
- Page 21 – These two section headings appear to overlap.
- Page 21 – Add the following red words ‘This runoff **can lead to flooding**, erodes the beds and banks of watercourses, **inhibits groundwater recharge** and also contains contaminants such as heavy metals, excessive nutrients, and pathogens, **which ultimately end up in inland waters and the marine environment.**”
- Pages 22 and 23 – Ideally key sections of waterways would be identified in the first year of the plan for a 5-year period, and then reviewed annually for implementation and progress, otherwise there is potential for fragmented investment with no long-term environmental gains.
- Page 24 - Remove the word ‘scrub’ in the first paragraph, as it has a negative connotation, and is not technically an ecosystem, unlike grasslands and woodlands. This could be replaced with either the word ‘shrublands’ or ‘bushland’. Also, these ecosystems are not only contained on the fringes, but there are also fragments dotted throughout the region, which is what makes them even more special and important.
- Page 24 – Add the following red words ‘The trend is towards larger houses on smaller blocks, which means less space for trees, **gardens and native biodiversity.**” Is ‘greening’ the overarching banner with street trees and native vegetation sitting underneath (with biodiversity within both important)?
- Page 25 – Biosecurity risks also threaten the health of native vegetation and the integrity of ecosystems, not just street trees.
- Page 26 – Proposed monitoring and reporting should include allowances for measuring all native-focused categories on page 15 as the trend and condition are currently unknown.
- Pages 26 and 27 – The term ‘wilding’ has only just been introduced here. This term is inappropriate because in its formal meaning it can be both a noun and an adjective but not a verb, even though in this document it is used as a verb. Usually, the verb form of this is ‘rewilding’, which Green Adelaide is also implementing, so this term is confusing. We understand that this is meant to align with the Green Adelaide mantra of ‘greener, cooler, wilder’ but to be wilder is not the same as ‘to wild’, which to our knowledge does not exist as a verb. The verb is ‘to rewild’, so it would be more appropriate to use the term ‘rewilding’ to refer to this activity.

- Page 27 – We suggest that the first sentence of the final segment ‘Determining priority and key species and locations’, should be amended to ‘Decisions on priority **native** species are ...’. This would increase the clarity of this section.

Overall, the plan will provide useful guidance for the next five years. However, we strongly recommend that the definitions around the use of the word ‘greening’ be teased out and clarified with stakeholders to prevent poor and confused interpretations.

Yours sincerely

A handwritten signature in black ink, appearing to read 'James Mitchell', with a horizontal line above it.

James Mitchell
Manager Engineering

Attachment 2



28 October 2025

Hon. Blair Boyer MP
Minister for Police
Government of South Australia
GPO Box 1563
ADELAIDE SA 5001
Via email: wright@parliament.sa.gov.au

Dear Minister Boyer,

Subject: Request for Enforcement of Personal Mobility Device Regulations on Coast Park Path

On behalf of the City of Holdfast Bay, I write to formally request the support of South Australia Police in enforcing the newly introduced regulations and existing shared path road rules for Personal Mobility Devices (PMDs), including e-scooters, along the Coast Park Path within our Council area.

The Coast Park Path is a highly valued and well-used shared space by both residents and visitors. With the recent legalisation of PMDs on public roads and paths from 13 July 2025, we anticipate a significant increase in their use, particularly in the lead-up to summer, when visitation and recreational activity along the coast traditionally peak. This seasonal increase in usage heightens the risk of conflict between pedestrians and PMD users, especially in high-traffic areas.

The City of Holdfast Bay receives numerous concerns and complaints from community members in relation to behaviours on shared use paths, particularly the Coast Park Path. The addition of devices such as e-scooters has increased the potential for conflict. While Council is committed to promoting sustainable and alternative transport options, we are equally committed to ensuring the safety and comfort of all path users.

As enforcement of PMD regulations – including speed limits, helmet use, and responsible riding – is delegated to South Australia Police, we respectfully request increased visibility and enforcement efforts along the Coast Park Path, particularly during the upcoming summer period. This will help mitigate risks, reinforce safe riding behaviour, and support the community's confidence in the shared use of this important public asset.

We appreciate your attention to this matter and welcome the opportunity to collaborate with your office to ensure the safe integration of PMDs into our transport network.

Please do not hesitate to contact me should you require further information or wish to discuss this request in more detail.

Yours sincerely,

A handwritten signature in blue ink that reads "P Jackson". The signature is fluid and cursive, with a large initial "P" and a trailing flourish.

Pamela Jackson
Chief Executive Officer

Attachment 3

25MPOL00346



**Government
of South Australia**

Hon Blair Boyer MP
Member for Wright

Ms Pamela Jackson
Chief Executive Officer
City of Holdfast Bay

via email c/o: emcdonald@holdfast.sa.gov.au

23 December 2025

Dear Ms Jackson

Thank you for your recent letter regarding the enforcement of Personal Mobility Device (PMD) regulations along the Coast Park Path within the City of Holdfast Bay.

I understand that South Australia Police (SAPOL) has been in direct contact with you to discuss your concerns. SAPOL advised me that on 13 November 2025, a senior police member spoke with you to address the community complaints regarding dangerous speeds on the Coast Park Path and the anticipated increase in such incidents with the uptake of e-scooters and e-bikes.

SAPOL is committed to road safety and ensuring compliance with the new PMD regulations that came into effect on 13 July 2025. Your concerns have been referred to SAPOL's Traffic Services Branch, *Operation Jericho* members based at Glenelg Police Station, and the Henley Beach District Policing Team responsible for the Glenelg area. These teams will increase their presence along the Coast Park Path over the coming summer months to monitor and enforce PMD usage, ensuring the safety and comfort of all path users.

To facilitate ongoing communication and collaboration, I note that you have been provided with direct contact details for the Henley Beach Police Operations Manager. This point of contact will enable you to raise any future issues or concerns directly with police, as well as receive updates on policing activities and address any emerging safety matters along the Coast Park Path.

The South Australian Government recognises the importance of balancing the promotion of sustainable and alternative transport options with the safety of all members of our community. I appreciate your Council's commitment to both objectives and welcome the opportunity for continued collaboration between Council and SAPOL.

Yours sincerely

A handwritten signature in blue ink, appearing to read 'Blair Boyer'.

Hon Blair Boyer MP
MINISTER FOR EDUCATION, TRAINING AND SKILLS
MINISTER FOR POLICE

Minister for Education, Training and Skills
Minister for Police

Level 9, 31 Flinders Street, Adelaide SA 5000 | GPO Box 1563, Adelaide SA 5001 | DX 128 Adelaide
Tel 08 8226 1205 | Fax 08 8226 1556 | ABN 60 168 401 578



Attachment 4

24131678

13 January 2026

Level 10
83 Pirie Street
Adelaide SA 5000GPO Box 1815
Adelaide SA 50011800 752 664
saplanningcommission@sa.gov.auMayors and Chief Executive Officers
CouncilsBy email: bhatswell@burnside.sa.gov.au

Dear Mayors and Chief Executive Officers

Thank you for your letter of 15 December 2025 regarding the joint advocacy for the High Productivity Vehicle Network (HPVN) and Greater Adelaide Freight Bypass (GAFB).

The State Planning Commission recognises that efficient transport systems are essential to achieving South Australia's economic and liveability priorities. Strategic planning plays a critical role in improving safety outcomes and ensuring freight networks are integrated into the built environment.

Both the HPVN and the potential GAFB route are identified within the Greater Adelaide Regional Plan (the Plan), which further contains long-term objectives that prioritise the development of strategic transport networks including:

- Identifying and protecting the operations of key strategic transport passenger and freight infrastructure, including corridors, intermodal facilities and nodes.
- Enhancing freight transport infrastructure to deliver more efficient supply chains for our export industries and freight networks.

South Australia's [Transport Strategy](#), prepared by the Department for Infrastructure and Transport (DIT), guides infrastructure investment decisions. The Transport Strategy sits amongst a suite of key long term planning documents that work to define the aspirations and future direction of the state, including the [South Australian Economic Statement](#) and the [20-Year State Infrastructure Strategy](#).

The Transport Strategy is supported by sub-strategies such as the [Freight and Supply Chain Strategy](#) which is reflected in the Plan and provides opportunities for further mapping and policy integration, and the coordination of delivery.

Integrated land use and transport planning enables sustainable growth, liveable neighbourhoods, and economic productivity. I appreciate your proactive advocacy about these matters and look forward to ongoing collaboration with local government to implement the Greater Adelaide Regional Plan.

Yours sincerely

A handwritten signature in black ink, consisting of a series of loops and a long horizontal stroke that tapers to the right.

Craig Holden
Chair

Attachment 5



29 October 2025

David Ryan
Chief Executive Officer
SA Water
GPO Box 1751
ADELAIDE SA 5001
Via email: customercare@sawater.com.au

Dear Mr Ryan

Ageing Sewer Infrastructure – Moseley Street, Glenelg

I am writing on behalf of the City of Holdfast Bay to seek clarification regarding the condition and future plans for the underground sewer pipe infrastructure along Moseley Street, Glenelg.

Council has received multiple reports from residents concerning recent sewer failures in the area, which have understandably caused significant frustration. Preliminary assessments and community feedback suggest that the current state of the pipes may be a contributing factor to these issues.

In light of this, Council respectfully requests:

1. Clarification on the current status of the sewer infrastructure along Moseley Street, including any known issues or assessments undertaken.
2. Details of any proposed rectification works, including potential replacement or upgrades to the existing sewer infrastructure.
3. Timeframes or planning considerations that may assist Council in communicating with affected residents and coordinating any necessary support.

We understand that SA Water is the responsible authority for sewer infrastructure and appreciate the ongoing collaboration between our organisations. Council is committed to advocating for solutions that improve outcomes for our community and would welcome the opportunity to work with SA Water to address these concerns.

Please don't hesitate to contact us on 8229 9999 or mail@holdfast.sa.gov.au should you require further information or wish to discuss this matter in more detail.

Yours sincerely

Pamela Jackson
Chief Executive Officer

Attachment 6

15 January 2026

Pamela Jackson
Chief Executive Officer
City of Holdfast Bay
24 Jetty Road
Brighton SA 5048

Dear Ms Jackson,

Thank you for your correspondence regarding the wastewater infrastructure in Moseley Street, Glenelg, and for raising these concerns on behalf of local residents.

I appreciate your interest and the time you've taken to outline these issues.

I thank you for your patience awaiting my response.

By way of background, the wastewater infrastructure in Moseley Street was constructed in 1975. Since 2011, there have been five reported overflows caused by blockages in customer connections along Moseley Street between Pier Street and Jetty Road.

Of these five blockages:

- Four were attributed to inappropriate items being disposed of in the sewer, including fats and oils, foreign objects, wet wipes, and waste from construction activities
- One overflow resulted from a pipe collapse, due to tree root intrusion, at 6 Moseley Street. The damaged section of the main was replaced, resolving the underlying issue

While there have been no odour concerns reported to SA Water, there have been cases of blockages caused by street tree roots in connections along Moseley Street which may cause odour. There are, however, certain factors that remain beyond our control.

These include tree root intrusion, foreign objects being introduced into the network by unknown parties, and soil movement that can compromise infrastructure integrity. Unfortunately, these circumstances can occasionally result in unforeseen blockages despite our best efforts.

SA Water encourages customers to contact our 24/7 Faults team on 1300 729 283 or report a fault via the SA Water website should they experience any wastewater issues.

SA Water's Wastewater Assets Team has confirmed that the main is in good overall condition, and there are no planned upgrades at this time. You have my assurance that the team will continue to monitor the performance of this main.

I would be pleased to arrange for a member of our Assets team to meet with you and/or your council team to provide more information about SA Water infrastructure.

Jenel Hocking, Acting Team Leader Customer Advocacy, can be contacted on (08) 7424 3820 or via customer.advocate@sawater.com.au and would be pleased to arrange a suitable time.

Yours sincerely,



David Ryan
Chief Executive

Item No: 15.2

Subject: RESIGNATION OF COUNCIL MEMBER – COUNCILLOR BRADSHAW

Summary

This report informs Council of the resignation of Councillor Annette Bradshaw, resulting in a casual vacancy in the office of Councillor for the Seacliff Ward. The resignation was received on and effective from 20 January 2026 and has been acknowledged by the Chief Executive Officer.

The Electoral Commission of South Australia has been notified and a notice is being arranged for the South Australian Government Gazette.

Recommendation

That Council:

- 1. notes the resignation of Councillor Annette Bradshaw; and**
 - 2. formally recognises the contribution of Councillor Bradshaw over 11 years of service to the City of Holdfast Bay.**
-

Background

Council received a written resignation from Councillor Annette Bradshaw, who held the office of Councillor for the Seacliff Ward. The resignation was received by the Chief Executive Officer and took effect on 20 January 2026.

In accordance with section 54(1)(b) of the *Local Government Act 1999*, a member's office becomes vacant upon resignation by notice in writing to the Chief Executive Officer. No Council resolution is required to accept or confirm the resignation.

Report

The Chief Executive Officer has notified the Electoral Commission of South Australia of the vacancy as required under legislation. A notice is being arranged for the South Australian Government Gazette.

As the resignation has occurred within 12 months of the next periodic Local Government elections, a supplementary election is not required. Council will be guided by advice from the Electoral Commission regarding any further action required.

Budget

Not applicable

Life Cycle Costs

Not applicable

Strategic Plan

Statutory compliance

Council Policy

Not applicable

Statutory Provisions

Local Government 1999, section 54

Written By: Executive Officer

Chief Executive Officer: Ms P Jackson

Item No: 15.3

Subject: THE LOCAL AND NEON TIDES EVENT

Summary

Following Council's resolution of 9 December 2025 (Item 12.1), Administration has investigated proposed January 2027 event dates for The Local and Neon Tides, the continuation of a shared-infrastructure delivery model, and support for a grant application. As a result, an in-principle agreement has been discussed between Council and the event organiser, Open Air Sounds, outlining event delivery roles, Council support, and grant-related assistance.

Recommendation

That Council:

1. **notes the outcome of Administration's investigation in response to its Motion on Notice on 9 December 2025 (Item 12.1);**
 2. **endorses an in-principle agreement with Open Air Sounds confirming:**
 - **Open Air Sounds assumes full responsibility for event management, delivery, marketing and promotion of The Local event; and**
 - **Council supports the event with a sponsorship agreement;**
 3. **endorses the provision of a letter of support for the 2027 The Local and/or Neon Tides event for Open Air Sounds to accompany Open Air Sounds' grant application to the South Australian Tourism Commission's Regional Event Support Fund.**
 4. **notes that any sponsorship agreement for The Local and/or Neon Tides between Council and Open Air Sounds will be considered through Council's annual business planning and budgeting process.**
-

Background

At its meeting of 9 December 2025, Council considered a Motion on Notice from Councillor Miller (Item 12.1), and subsequently resolved that Administration investigates:

- event dates in January 2027 for The Local and Neon Tides;
- the continuation of a shared-infrastructure model for future iterations of both events; and
- support for Open Air Sounds' submission to the Regional Event Fund Grant, noting that all application responsibilities rest with the operator.

The Local and the inaugural Neon Tides events were held in November 2025, aligned with Music SA's Good Music Month to provide free promotion and timed to match internal events resourcing availability. The Local was delivered as a Council-produced event, supported by \$32,000 in Council funding, with Open Air Sounds engaged to provide music programming. Neon Tides was delivered as a facilitated event by Open Air Sounds. The events were held across two consecutive days, utilising shared staging, production, and site infrastructure. This model demonstrated notable operational efficiencies, reduced financial risk for both Council and the organiser, and strengthened community programming at Glenelg.

While The Local proved to be a popular community event, sub-optimal weather, limited lead time, and restricted availability of key music acts prevented the event from reaching its full potential. In response, the event organiser, Open Air Sounds, has proposed that the event does not proceed in 2026, allowing efforts to focus on delivering an enhanced event in January 2027. This approach is intended to improve access to high-profile music acts, provide adequate lead time for planning, and enable pursuit of relevant grant funding opportunities.

Report

At a meeting between Administration and Open Air Sounds, held on 5 January 2026, an in-principle agreement was discussed that, if endorsed by Council, would confirm:

- Open Air Sounds assumes full responsibility for the event management, delivery, marketing and promotion of The Local; and
- Council will support the event through a sponsorship agreement (subject to the annual business planning and budgeting process).

With Open Air Sounds assuming full responsibility for all management aspects of The Local and Council providing sponsorship, the shared infrastructure model becomes naturally embedded. This approach is effective, as Council typically experiences limited resourcing in January due to commitments to other events. It also enables Open Air Sounds to pursue a wider range of funding opportunities and to lead marketing and promotional activities, including initiatives that extend beyond Council's policies or operational capacity.

Open Air Sounds has advised of its intention to apply for the South Australia Tourism Commission's (SATC) Regional Event Support Fund, which provides up to three years of funding for eligible events. Administration supports Council endorsing the provision of a letter of support to accompany the grant application, noting Council's support for the 2027 event.

A future sponsorship agreement between Council and Open Air Sounds for funding and/or in-kind support for The Local and/or Neon Tides will be negotiated, subject to Council's annual business planning, budgeting and approval processes. Such an agreement would enable Open Air Sounds to share infrastructure between the two events and provides greater certainty for the planned mid-January 2027 event, supporting the early booking of music acts and strengthening opportunities to secure additional grants and sponsorships

Budget

Budget commitments for a sponsorship agreement are subject to Council's 2026-27 annual business planning, budgeting and approval processes.

Life Cycle Costs

Not applicable

Strategic Plan

The proposed approach supports Council's strategic objectives by encouraging visitation, supporting cultural activation, and facilitating partnerships that enhance the city's vibrancy while managing financial and operational risk. Future agreements and funding will link to Council's four-year event plan.

Council Policy

Not applicable

Statutory Provisions

Not applicable

Written By: Manager City Activation

General Manager: Strategy and Corporate, Mr A Filipi

Item No: 15.4

Subject: **LANDSCAPE DESIGN - ANGUS NEILL RESERVE, SEACLIFF**

Summary

Council has completed a six-year community engagement process to develop a balanced and sustainable design for the Angus Neill Reserve, Seacliff. The final design reflects community feedback while meeting environmental, safety, and operational requirements. Delivery is scheduled to commence in April 2026 and conclude by July 2026 (weather dependent).

This report seeks Council's endorsement of the final design and delivery timeline and notes an ongoing investigation into recent vandalism within the Reserve.

Recommendation

That Council:

- 1. notes the extensive community engagement undertaken over the past six years;**
 - 2. endorses the final design of Angus Neill Reserve, Seacliff, as presented in Attachments 2 and 3 and proposed delivery timeline; and**
 - 3. notes the ongoing investigation into the vandalism incident in accordance with Council policy.**
-

Background

Over the past six years, Council has undertaken comprehensive engagement with local residents regarding the future design of the Angus Neill Reserve located at Seacliff, and final design has now been developed. Every attempt has been made to incorporate residents' feedback into the design where possible, balancing community expectations with environmental, safety, and operational requirements.

Report

Community Engagement

- Extensive engagement has occurred over six years, with strong participation from local residents.
- Feedback influenced key elements of the design, including retention of a small Grevillea tree in the northeast corner of the car park.
- Plant selection and placement aim to create an aesthetically pleasing landscape that connects the Reserve with adjacent sand dunes while maintaining agreed vegetation heights.
- The final concept and plant list has been shared with local residents for information.

Refer Attachment 1

Final Design Outcome

- The design represents the best achievable solution within environmental and operational constraints.
- The plan respects community values and enhances the Reserve for all users.
Refer Attachments 2 and 3

Proposed Delivery Timeline

- **April 2026** – Removal of agreed vegetation and site preparation
- **May 2026** – Installation of edging and landscaping elements
- **June/July 2026** – Planting works (weather dependent)
- To secure the plants to enable planting this financial year, the plants have been ordered and will be available for collection in June 2026.

Additional Considerations

Surveillance footage recently captured a resident vandalising a tree within the Reserve. In accordance with Council policy and section 221 of the Local Government Act, an investigation is progressing with a meeting scheduled with the resident to explore action.

Budget

Allocated within the current operational works budget.

Life Cycle Costs

Not applicable

Strategic Plan

Supports Our Holdfast 2050+ Strategic Plan by enhancing public open space, promoting environmental sustainability, and improving community amenity.

Council Policy

Community Engagement Policy
Tree Management Policy

Statutory Provisions

Local Government Act 1999, section 221

Written By: Team Leader Open Space

General Manager: Assets and Delivery, Ms C Hughes

Attachment 1



REF: REQ2025-050114

5 December 2025

4

Dear Resident

ANGUS NEILL LANDSCAPING PROJECT – CONCEPT PLAN

Please find attached the finalised concept plans for the Angus Neill Reserve Landscaping Project, now ready for circulation.

This project has involved extensive discussions with many residents over the past six years, and we greatly appreciate the time, feedback, and commitment shown by the community throughout this process. We have worked hard to incorporate as much feedback as possible while balancing environmental, safety, and operational requirements.

We believe that the final design represents the best achievable solution within these constraints. Our goal has always been to deliver an outcome that respects community values and enhances the reserve for all users.

Proposed Delivery Timeline

- April 2026 – Removal of agreed vegetation and site preparation
- May 2026 – Installation of edging and landscaping elements
- June/July 2026 – Planting works (weather dependent)

Plants have been ordered and will be available for collection in June 2026.

Summary of Works Completed to Date

- *Banksia 'Sentinel'* planted along the eastern boundary to complete the hedge.
- Annual inspection program established for the *Pittosporum undulatum* which is being retained along the southern boundary, to ensure proactive pruning.
- During consultation, a request was received to remove a *Banksia integrifolia*. The tree was assessed and found to be in excellent health, therefore, it will be retained. Several other trees were agreed for removal during the consultation process.



Final Concept Considerations

The final plan reflects a wide range of resident feedback, including retention of a small Grevillea in the northeast corner of the car park. Plant selection and placement aim to balance community expectations with environmental requirements, creating an aesthetically pleasing landscape that connects the reserve with adjacent sand dunes while maintaining vegetation heights in line with agreed community outcomes.

Yours sincerely

Kris Charlton
Team Lead Open Space

Att: *Angus Neill Planting Table*
Angus Neill Final Design

Attachment 2

Code	Botanical name	Common name
Tall shrubs		
Ac	<i>Acacia cupularis</i>	Cup Wattle
Aq	<i>Adriana quadripartita</i>	Coast Bitter-bush
Oa	<i>Olearia axillaris</i>	Coast Daisy-bush
Small shrubs		
Rc	<i>Rhagodia candolleana ssp. candolleana</i>	Sea-berry Saltbush
Et	<i>Enchylaena tomentosa var. tomentosa</i>	Ruby Saltbush
Lb	<i>Leucophyta brownii</i>	Coast Cushion Bush
Td	<i>Threlkeldia diffusa</i>	Coast Bonefruit
Perennial herbs		
Ca	<i>Chrysocephalum apiculatum</i>	Common Everlasting
HI	<i>Helichrysum leucopsideum</i>	Satin Everlasting
La	<i>Lotus australis</i>	Austral Trefoil
La	<i>Pelargonium australe</i>	Austral Stork's-bill
Sp	<i>Senecio pinnatifolius var. maritimus</i>	Variable Groundsel
Groundcovers & creepers		
Cr	<i>Carpobrotus rossii</i>	Native Pigface
Dc	<i>Disphyma crassifolium ssp. clavellatum</i>	Round-leaf Pigface
Kp	<i>Kennedia prostrata</i>	Scarlet Runner
Kup	<i>Kunzea pomifera</i>	Muntries
Mp	<i>Myoporum parvifolium</i>	Creeping Boobialla
Grasses & strappy leaved plants		
Db	<i>Dianella brevicaulis</i>	Short-stem Flax-lily
Fn	<i>Ficinia nodosa</i>	Knobby Club-rush
Af	<i>Austrostipa flavescens</i>	Coast Spear-grass
Pp	<i>Poa poiformis var. poiformis</i>	Coast Tussock-grass

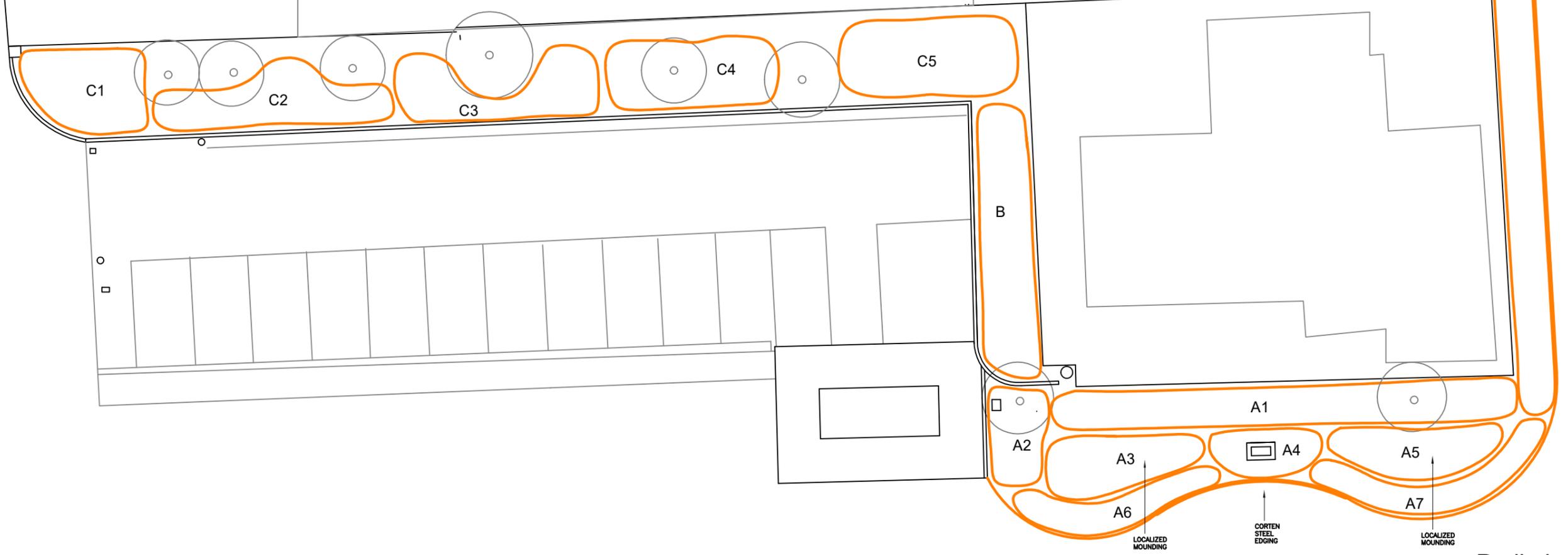
LANDSCAPING NOTES

1. Refer to planting schedule for plant species and numbers.
2. All plants to be in a healthy condition and to the required size.
3. Final species, density and planting locations to be confirmed by contractor with council before planting.
4. Final locations of tree plantings to be determined by actual service locations and are to be confirmed on site.
5. Plant as per specifications with watering bowl and apply 75mm deep mulch.
6. Plant groundcovers in groups of 3-5, plant towards edge of beds.
7. Plant grasses and sedges in groups of 5-7 plants.
8. Allow to set back plantings min. 150mm from footpaths and 300mm from edge of kerb.
9. This drawing to be read in conjunction with all other contract documents and any instructions issued during the course of the project.

LEGEND

-  Existing tree retained
-  Mulched planter bed
- A3 Planting zone

NOTE: REFER TO FOR PLANTING SCHEDULE FOR DETAILS



OPTION 1. RETAIN ROW OF BANKSIA SENTINEL AND PRUNE TO FENCE HEIGHT

SCALE 1:200@A3
 DATE 16/05/25
 DWG NO SK00
 Martin Ely B.Arch. AILA
 E: martin-ely@hotmail.com
 M: 0407 809 984

Landscape upgrade
 Angus Neil Reserve Seacliff
 Option 1 Planting plan

Preliminary only



Attachment 3

ANGUS NEIL RESERVE PLANTING SCHEDULE

Code		Planting Zone													No.	Spacing	Groupings Suggested numbers	
		A							B	C								
		1	2	3	4	5	6	7		1	2	3	4	5				
	Tall shrubs																	
Ac	<i>Acacia cupularis</i>	6										2	2			10	1.5m	1
Aq	<i>Adriana quadripartita</i>	6										3	2	2		13	1.5m	3
Oa	<i>Olearia axillaris</i>	6									3					9	1.5m	1
	Small shrubs																	
Rc	<i>Rhagodia candolleana ssp. candolleana</i>								3		3	5	5			16	1.5m	1
Et	<i>Enchylaena tomentosa var. tomentosa</i>								4		2	2	2			10	1m	1
Lb	<i>Leucophyta brownii</i>			3		3	3	3	7	3					3	25	1m	1
Td	<i>Threlkeldia diffusa</i> SUCC				5					5					5	15	25cm	5
	Perennial herbs																	
Ca	<i>Chrysocephalum apiculatum</i>			3		3	5	5								16	25cm	3-5
HI	<i>Helichrysum leucopsideum</i>			3		3	5	5								16	25cm	3-5
La	<i>Lotus australis</i>			7		7										14	25cm	3-5
La	<i>Pelargonium australe</i>			7		7				5						19	50cm	3-5
Sp	<i>Senecio pinnatifolius var. maritimus</i> Yellow daisy									5	5	5	5	5		25	50cm	3-5
	Groundcovers & creepers																	
Cr	<i>Carpobrotus rossii</i>			5		5										10	50cm	3-5
Dc	<i>Disphyma crassifolium ssp. Clavellatum</i>		5		5				6	3	3	3	3	3		31	25cm	3-5
Kp	<i>Kennedia prostrata</i>										5	5	5	5		20	1m	1
Kup	<i>Kunzea pomifera</i>											7		7		14	25cm	3-5
Mp	<i>Myoporum parvifolium</i>								5		5		5	3		18	1m	1
	Grasses & strappy leaved plants																	
Db	<i>Dianella brevicaulis</i>			5		5										10	50cm	3-5
Fn	<i>Ficinia nodosa</i>		10													10	50cm	3-5
Af	<i>Austrostipa flavescens</i>			5		5										10	1m	5
Pp	<i>Poa poiformis var. poiformis</i>						10	10								20	50cm	5

Item No: 15.5

Subject: **ECONOMIC DEVELOPMENT STRATEGY 2026-2029**

Summary

The draft Economic Development Strategy (EDS) 2026-2029 is presented to Council for endorsement to proceed to community consultation. The EDS has been developed to reflect the *Our Holdfast 2050+* Strategic Vision and, in doing so, aims to deliver on its three key strategic areas 'Innovation – Wellbeing – Sustainability'. The EDS is guided by our economic vision: 'A thriving, sustainable and resilient economy that supports community wellbeing by nurturing opportunities for lifelong learning, creativity, innovation and entrepreneurialism'.

This report seeks Council's endorsement of the community consultation process and approval to proceed to consultation.

Recommendation

- 1. That the process for community consultation on the draft Economic Development Strategy 2026-2029, as described in this report, be endorsed.**
 - 2. That the draft Economic Development Strategy 2026-2029, contained in Attachment 1, be released for community consultation subject to minor alterations and final design changes.**
-

Background

At a Council workshop on 31 May 2024, six strategic focus areas and their working objectives that form the Economic Development Strategy (EDS) 2026-2029 were presented. These strategic directions have been developed to respond to council's *Our Holdfast 2050+ Strategic Plan* and provide the basis for a four-year action plan to guide the delivery of collaborative economic development programs and initiatives, supporting ongoing economic prosperity for our City.

The development of the new Economic Development Strategy builds on the foundations already established by the former Economic Action Plan (EAP) 2018-2023. The EAP focussed on identifying emerging industries, enhance economic and tourism profiles, and deliver actional programs to stimulate growth. Insights from business confidence surveys informed the plan, highlighting challenges such as cost pressures, marketing needs and accessibility issues, while reinforcing the importance of Council's role in supporting a diverse, resilient and thriving local economy.

A further Council workshop was held on 20 January 2026, to explore the draft Economic Development Strategy. Based upon the feedback received, the draft has been updated and now incorporates insights from the latest business confidence survey.

Report

The City of Holdfast Bay continues to maintain a vibrant business and tourism economy, supported by its strategic coastal location just 20 minutes from Adelaide’s CBD and proximity to Adelaide Airport. The area remains one of Adelaide’s most visited coastal destinations, benefiting from strong transport links including tram, train and major road routes.

The City of Holdfast Bay attracts more than 1 million visitors annually, contributing significantly to local retail, hospitality and accommodation sectors. In 2025, the City’s population is estimated at 39,308 residents, with a balanced gender distribution and a median age of 48 years.

The City continues to enjoy relatively low unemployment and a highly skilled workforce, with strong representation in professional, management, community and personal service occupations. Some industry sectors, however, have reported challenges in sourcing suitable and high-quality staff.

While the full 2025 Spendmapp transaction dataset has not yet been publicly released, Spendmapp continues to provide timely local spending insights, enabling the tracking of resident and visitor expenditure flows, escape spend, online spend, and sector level trends. These insights support opportunities to reduce resident “escape spend” and to monitor emerging patterns in online shopping and visitor spending behaviour.

Council’s previously Economic Activation Plan (2018–2023) has been superseded by the strategic and economic development directions embedded within successive Annual Business Plans, including the 2023–24 and 2024–25 plans, which are aligned to the long-term vision *Our Holdfast 2050+ Strategic Plan*.

The 2024–25 Annual Business Plan outlines major strategic priorities, including significant city shaping work such as the Transforming Jetty Road Glenelg project, sustainability initiatives and ongoing investment in tourism and events programming.

This draft Economic Development Strategy 2026-29 is a key piece of work designed to guide how Council supports business growth, local jobs, innovation, and long-term economic wellbeing across Holdfast Bay. The strategy sets out our priorities for the next four years within a broader horizon to 2050+, ensuring we can respond to immediate local needs while also positioning our community to meet future challenges and opportunities. It reflects the analysis of state and national economic trends, local business insights, and the feedback gathered through business workshops, precinct discussions, and previous Business Confidence Surveys.

The strategic economic directions remain centred on:

1. supporting and growing local business;
2. making it easier to do business;
3. harnessing emerging technology and
4. strengthening and expanding the visitor economy.

Under the *Our Holdfast 2050+ Strategic Plan*, economic actions are integrated into a whole-of-organisation approach focused on sustainability, innovation, wellbeing and economic

resilience. Strategic directions are delivered across council departments and through partnerships with local business groups, State Government agencies and regional stakeholders.

A draft Economic Development Strategy is provided for consideration for engagement with the community.

Refer Attachment 1

Consultation

While there is no mandatory requirement for Council to adopt an Economic Development Strategy, the *Local Government Act 1999* identifies the promotion of the area and the support of business, industry and community benefit as core function of Council.

Community consultation on the draft Strategy will seek feedback on whether the proposed directions and actions reflect the most important ways Council can support the future needs of local businesses and industry. Consultation will also gauge the level of support for the actions across the six strategic focus areas and invite additional suggestions to further strengthen local economic development.

A combination of survey opportunities, drop-in sessions, and avenues to provide feedback online, via email, or in person will enable participation from the business community, residents and other interested stakeholders.

The proposed engagement period of three weeks, from 29 January to 19 February 2026, will be followed by analysis of feedback in March–April, refinement of the Strategy, and the presentation of a report to Council and the final Economic Development Strategy for proposed adoption shortly thereafter.

Following Council's adoption of the finalised Economic Development Strategy, specific purpose plans would be developed to further inform business planning and support the delivery of actions outlined in the Strategy.

Budget

Delivery of the Economic Development Strategy 2026–2029 will be supported by an initial four year Action Plan. Implementation of actions will be prioritised annually through Council's new initiative and budget review processes. A future review of the Strategy will identify the next set of four-year priorities to be incorporated into subsequent budget planning cycles.

Life Cycle Costs

Any life cycle costs will be identified during each annual budget process.

Strategic Plan

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

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

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

Council Policy

Community Consultation and Engagement Policy

Statutory Provisions

Not applicable

Written By: Business Development Partner; Strategic Planner

General Manager: Strategy and Corporate, Mr A Filipi

Attachment 1



DRAFT **Economic** **Development** **Strategy** 2026–29

Acknowledgement of Country

The City of Holdfast Bay acknowledges the Kurna People as the traditional owners and custodians of the 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 the Kurna people today.



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Message from the Mayor

Holdfast Bay has long been known as Adelaide's premier coastal destination and a source of local pride for its stunning coastline, vibrant culture, and heritage.

This strategy provides an economic vision that will preserve these qualities and elevate our city to new heights.

Our focus is on fostering sustainable economic growth that provides employment outcomes and benefits our community and visitors alike. Our goal is to continue to create a diverse and robust economy that supports innovation and paves the way for future prosperity.

We have a forward-looking, high-level strategic plan that provides levers for all manner of economic development activities. While economic development sits predominately within the innovation focus area of the strategic plan, Our Holdfast 2050+, it is also threaded through the sustainability and wellbeing focus areas to ensure a resilient and connected community.

Small and medium enterprises make up a significant proportion of our business community, with 97% employing less than 20 people with more than half having a turnover of less than \$200,000. By providing them with the necessary resources and support, we can ensure their growth and success into the future. This strategy aims to achieve this through business support and mentoring programs, streamlining interactions with Council, fostering entrepreneurship and innovation, and a commitment to sustainability and community wellbeing.

We recognise the importance of supporting existing businesses, attracting new industries and investment to the city, and enhancing our existing assets to ensure Holdfast Bay remains a vibrant and thriving coastal destination.

Infrastructure is crucial for economic development, and in 2025 we embarked on a bold vision to transform Jetty Road, Glenelg—delivering a modern, safe and vibrant coastal shopping, dining and entertainment precinct, which caters to the needs of the local community and creates our premier tourism precinct—for the future. The vision encompasses opportunities to improve transport and moveability outcomes, increase accessibility, collaborate on private/public initiatives, and create a more attractive and vibrant destination.

The Economic Development Strategy is being established through community consultation and the input of businesses and key stakeholders across many industry sectors. Regular consultation will occur throughout its life to ensure the relevance of the focus areas and the initiatives developed annually to implement it.

In closing, I am excited about our city's economic growth and stability. I look forward to achieving the goals set out in this strategy and preserving the charm of our premier coastal destination.



Amanda Wilson
Mayor
City of Holdfast Bay





Message from the CEO

The City of Holdfast Bay's dedication to cultivating a prosperous economy has been strengthened with the creation of our Economic Development Strategy 2026–2029.

This strategy aligns with the Our Holdfast 2050+ strategic vision and builds on the previous Economic Activation Plan 2018-23. It is fundamental to our overarching objectives and will be integral to our future direction and achievement.

A notable inclusion of this strategy is its focus on precinct opportunities, including private sector involvement driven by infrastructure investment and the commitment of spaces for the community by local, state, and federal governments.

We acknowledge the considerable potential within our city, notably the Jetty Road precinct, which has already undergone comprehensive master planning. Transforming Jetty Road Glenelg, a \$40 million project, will encompass the breadth of the precinct and is transforming Jetty Road into a vibrant five-star coastal mainstreet for all to enjoy.

Additionally, Somerton Park represents a significant industrial area, allowing us to nurture emerging industries and contribute to community wellbeing by cultivating a lively, dynamic, well-serviced urban environment.

Visitation is a key part of the fabric of Holdfast Bay. In 2025, the South Australian visitor economy grew to reach \$10.02 billion. Visitation to Adelaide accounts for 61% of the overall state visitor expenditure (\$6.06 billion), and the regions receive 39% (\$3.96 billion).

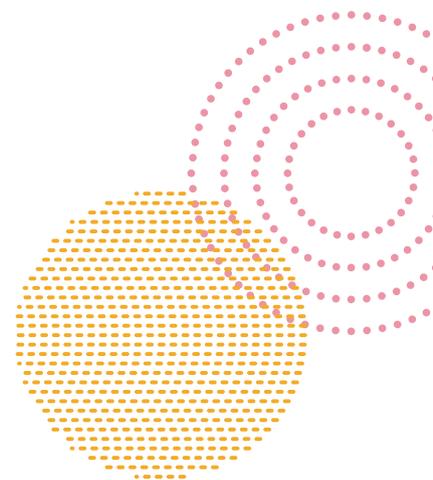
Over the year 2024–25, overall visitation to Holdfast Bay had increased by 2% to 1.14 million with the visitor economy up 12% to \$366.4 million.

Council continues to develop an environment that supports the future viability of local businesses and creates opportunities to enhance the city's visitor experience and offering through a well-planned city, tourism products and internationally recognised events.

This strategy will succeed through a collaborative approach involving Council, businesses, the community, and key stakeholders.



Pamela Jackson
Chief Executive Officer



Executive Summary

The City of Holdfast Bay Economic Development Strategy 2026–2029 is our key strategic economic document, setting the first four-year action plan within a 10+ year vision for the city.

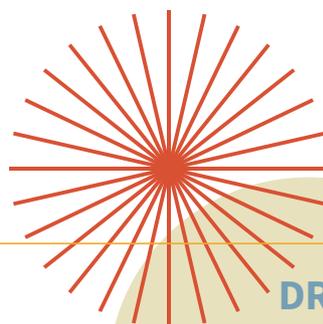
The strategy encapsulates a roadmap that underscores our commitment to fostering robust economic growth, innovation, inclusivity, and sustainable outcomes.

Our focus is on delivering collaborative, well-planned initiatives and forward-thinking policies to enable resilience, equity, and a flourishing future for all.

By fostering a culture of innovation, we stimulate economic growth and pave the way for transformative solutions that address challenges. Our commitment to sustainability ensures a resilient foundation for long-term prosperity. Integral to this approach is a focus on the wellbeing of our community.

As a premier coastal destination, the visitor economy is an essential economic driver, providing employment opportunities and fostering the growth of local businesses. The coastal setting attracts visitation, generating a significant source of revenue through accommodation, dining, entertainment, and event activities.

Within Holdfast Bay, real estate is at a premium, attracting investors and driving a flourishing property market. The city's natural coastal appeal and cultural and historical nature are a source of local pride and enhance the overall economic ecosystem. While predominantly residential, the city is supported by vibrant mainstreet retail precincts, commercial centres along the arterial spine, and a thriving light industrial precinct.



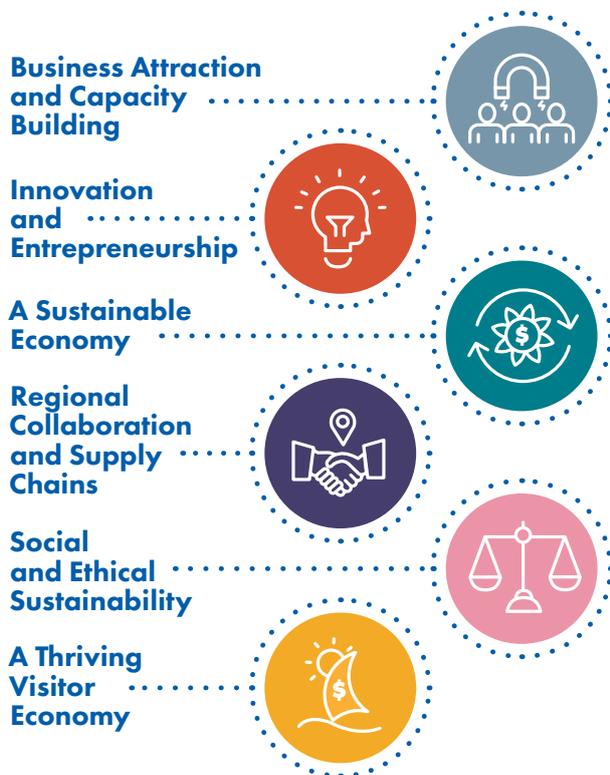


The Economic Development Strategy's three horizons will be aligned with the objectives and aspirations of Council's Strategic Plan, Our Holdfast 2050+.

HORIZON 1 – 2026 TO 2029

The short-term focus is on identifying new opportunities and building resilience, innovation, and adaptability with a supportive council and an engaged business and community.

The work in Horizon 1 builds on the six economic outcome areas identified in the previous Economic Activation Plan:



Enablers include clear directions, a supportive Council and community, thoughtful leadership, assistance in encouraging and inspiring entrepreneurial businesses, strong regional relationships and collaboration, fostering circularity, social and ethical approaches, and distinctive precincts that are purposeful and connected.

Actions identified for the first four years will be prioritised and implemented annually in line with the four-year cycles of the elected council. Detailed delivery plans for tourism, events, and precincts will also underpin delivery.

Key actions in Horizon 1 include:

- › Equip businesses with the knowledge and capabilities to weather disruption, navigate change and plan for the unexpected
- › Foster innovation and an environment that supports entrepreneurship
- › Foster a business community that is creating a sustainable economy
- › Work collaboratively across regions for a robust economy
- › Create a business community that is inclusive of all
- › Create plans that will drive a thriving visitor economy while balancing the needs of the local community and visitor expectations.

Executive Summary

HORIZON 2 – 2030 TO 2033 the second four years

Working with stakeholders on a precinct-by-precinct basis, Horizon 2's focus turns to developing connected, resilient and stronger communities, encouraging collaboration within business and commercial precincts, activating the circular economy, and actioning the visitor strategy.

Establishing or supporting hubs that create the conditions that encourage early adoption and experimentation with beneficial technologies including green and smart technology that supports wellbeing and community connections.

An action plan will be developed in 2029 in readiness for the start of Horizon 2 in 2030.

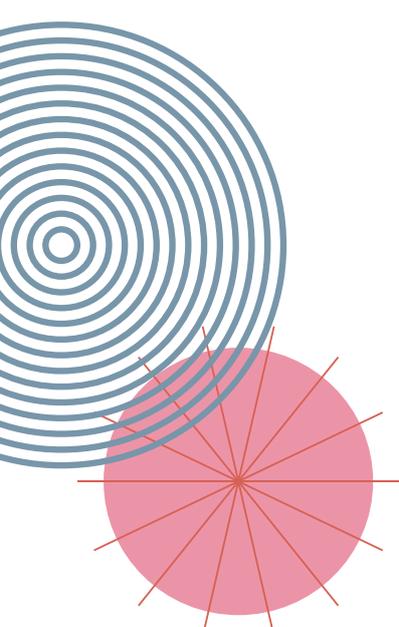
HORIZON 3 – 2034+ TO 2050

At Horizon 3, a clear economic agenda, cohesive precincts, and a vibrant visitor economy attract investment and visitors.

An action plan will be developed in 2033 in readiness for the start of Horizon 2 in 2034.

This strategy aligns with the plans and strategies of national, state and adjacent local governments, all of which recognise the importance of the small business sector and the need to empower local businesses to create jobs, modernise, and build our economy.

It responds to current trends and imperatives, including technological change, climate change, entrepreneurship, and social responsibility, and provides direction on how we can grow in a way that is economically, environmentally, and socially sustainable.





REVIEWING AND REVISITING 2050+

The next four years will be a time for re-examining and delivering tangible actions to help new and existing businesses evolve, innovate, compete and become more resilient.

The second four-year period will focus on activating new opportunities and fostering precincts and sector growth. The final years of this strategy will see changes embedded and businesses and the community reaping the rewards.

What is Economic Development?

Economic development refers to policies and initiatives aimed at improving the community's economic wellbeing and standard of life.

It encompasses activities that promote growth in employment opportunities, increase income levels, enhance infrastructure, attract investment, and foster innovation and entrepreneurship. Economic development initiatives involve strategic planning, collaboration between public and private sectors, and the implementation of policies that support sustainable economic growth and prosperity.

Council's Role in Economic Development

Under the Local Government Act 1999, economic development is a discretionary function but one that is built into the fabric of councils' responsibilities. Our Strategic Plan, Our Holdfast 2050+ reflects this, with economic considerations built into all three focus areas – innovation, wellbeing, and sustainability.

Council plays a central role in planning for the development and future requirements of our city. We also provide a broad range of services and facilities in response to the needs and priorities of the community, businesses, and visitors.

Stakeholder workshops held to inform the draft strategy revealed that businesses most highly value Council's role as a collaborator and coordinator of economic development activities, as well as a provider of services.

In fulfilling its responsibilities, Council must carefully balance the budgetary implications of managing a premier coastal destination with other community needs.



Our Economic Development Record

The City of Holdfast Bay has a strong economic development track record. Of the 53 actions outlined in the previous Economic Activation Plan 2018-23, only four were either incomplete or reimaged.



Fully subsidised business mentoring over subscribed



Shopfront Grant aided \$926k upgrades from \$228k Council contribution



Industrial Precinct economic benefit analysis - export ready businesses



Digital literacy increased from 25% - 75% through training provided



Business Support - leveraged off state and regional programs



Data monitoring - Spendmapp, Remplan & CRMS



Over 1000 business listings - Business Directory



Precinct & regional support & collaboration



Tourism Recovery Plan



Covid Recovery Plan

Our Vision for Community and Economic Development

The '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.

Our Economic Vision

A thriving, sustainable and resilient economy that supports community wellbeing by nurturing opportunities for lifelong learning, creativity, innovation and entrepreneurialism.

The 'Our Holdfast 2050+' strategic plan focuses on three key areas - innovation, sustainability, and wellbeing. It provides a framework for delivering key strategic economic outcomes that will:

- › Build sustainable economic prosperity
- › Create a thriving business environment
- › Foster entrepreneurialism and employment choice
- › Support and grow a vibrant community
- › Provide an appealing destination for visitors.

In developing and implementing this strategy, we recognise the vital role of business as the primary source of investment and provision of employment. Our goal is to support the business sector by fostering a conducive environment in which to maintain and grow resilient and adaptable businesses.

Responsibility for executing this strategy is shared with the community, the business sector, and across the divisions of Council, led by the City of Holdfast Bay business and investment concierge service assisting existing and new businesses to find and meet their business needs.

Recognising that economic conditions may change over the lifespan of this strategy, actions have been identified for the first four years only. Annual prioritisation and implementation of actions will take place in line with the four-year cycle of elected councils.

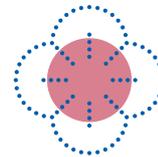
OUR HOLDFAST 2050+



Innovation

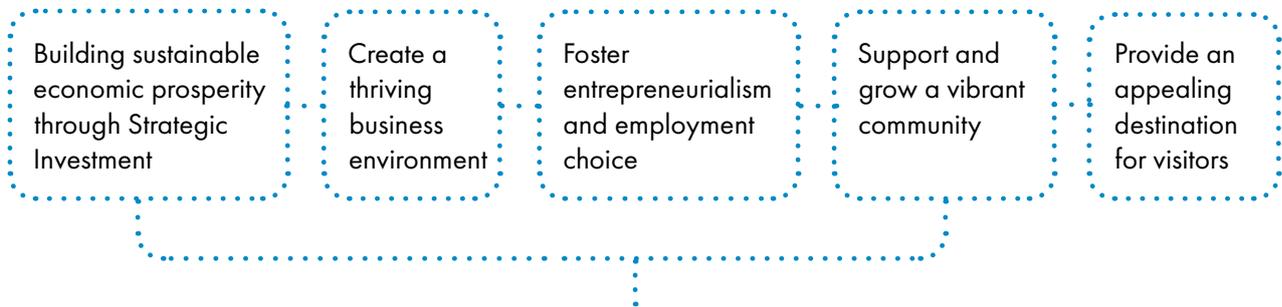


Sustainability

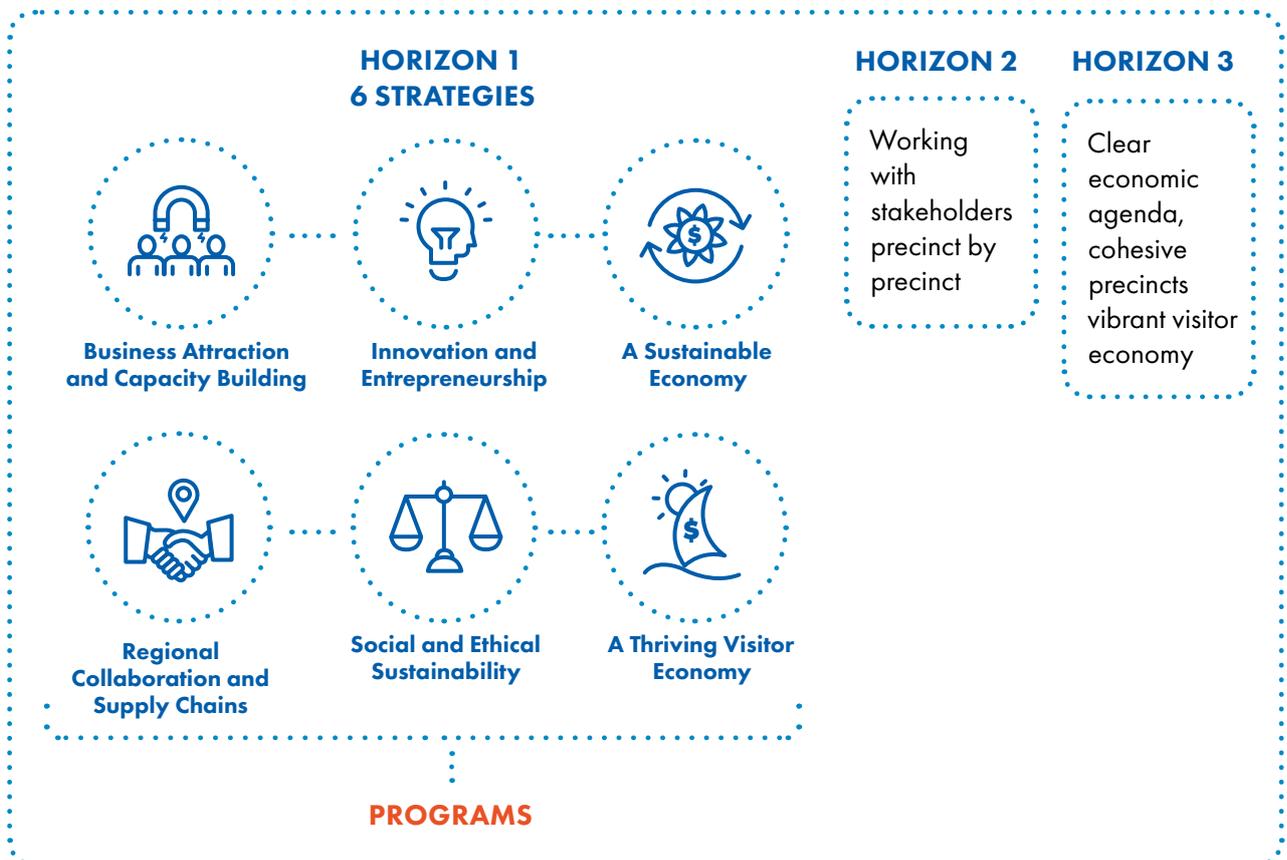


Wellbeing

ECONOMIC PRINCIPLES



ECONOMIC DEVELOPMENT STRATEGY



Our Vision for Community and Economic Development

Three Horizons of the Economic Development Strategy

Short, medium and long term

Horizon 1

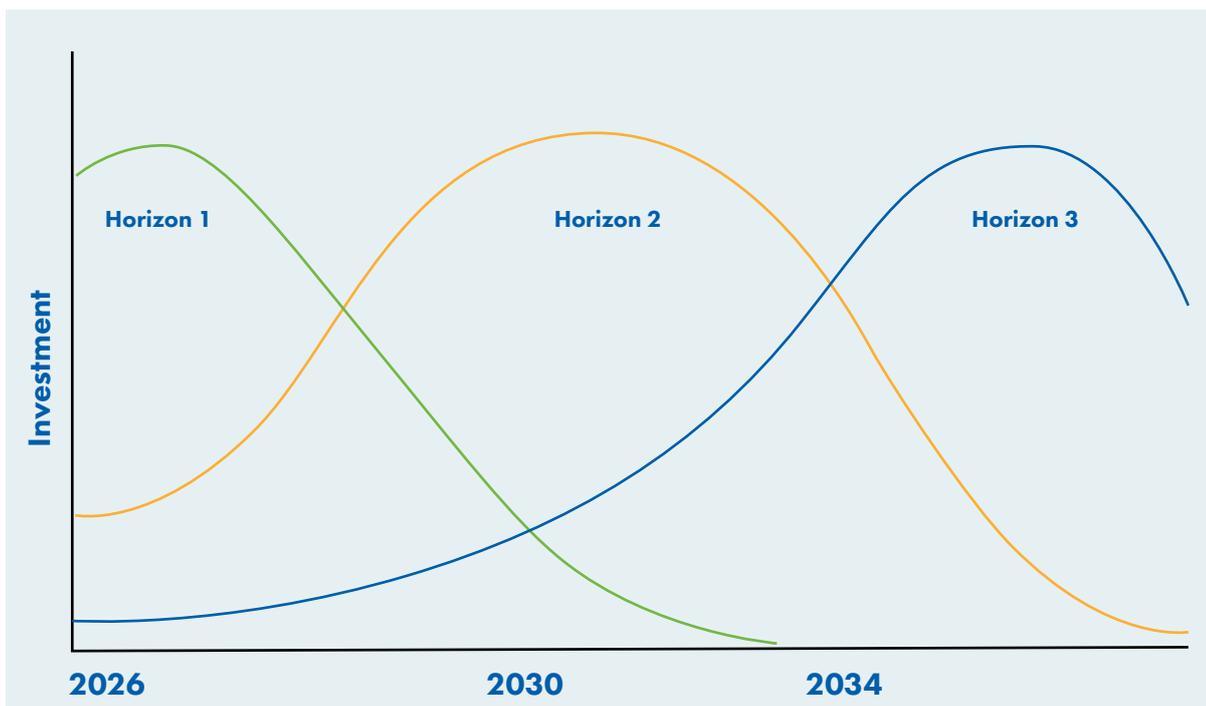
A business and visitor-friendly Council and community are creating new opportunities for resilient, innovative, and adaptive businesses.

Horizon 2

Distinctive business and commercial precincts create wellbeing in our neighbourhood communities and rich destination experiences for visitors. The circular economy offers new opportunities, and our visitor strategy has been invigorated. Hubs create conditions that encourage experimentation and innovation, and support connections and wellbeing.

Horizon 3

Capital investment activation, clear directions in planning and business enablement, and new vibrancy attract investment and visitors. Our Holdfast 2050+ is unlocking inclusive prosperity. Everyone understands the vision and aligns with it.



HORIZON 1 – 2026 TO 2029

A business and visitor-friendly Council and community creating new opportunities for resilient, innovative, and adaptive businesses.

Horizon 1 will be actioned through six strategies and a new model of doing business in Holdfast Bay.

The six strategies build on the work of our previous plan with new achievable directions and a strong theme of resilience.

Innovation Strategy 1.1:
Business Attraction and Capacity Building



Innovation Strategy 1.2:
Innovation and Entrepreneurship



Sustainability Strategy 2.1:
A Sustainable Economy



Sustainability Strategy 2.2:
Regional Collaboration and Supply Chains



Wellbeing Strategy 3.1:
Social and Ethical Sustainability



Wellbeing Strategy 3.2:
A Thriving Visitor Economy



A series of enablers will help to deliver on these outcome areas:

INVESTMENT: Our Holdfast 2050+ provides aspirations for planning and investment in the council area, which informs our economic development principles, priorities, and actions.

ECOSYSTEM: We champion an entrepreneurial and innovative ecosystem in which businesses and the community invest their time, money, and talent locally to achieve success and support economic growth.

CULTURE: We support sustainable, innovative, and entrepreneurial businesses through thought leadership, community engagement, and a business-friendly Council equipped with new skills and capabilities.

CIRCULAR ECONOMIES: We reach beyond Council's boundaries to build strong regional relationships and collaborations to develop sustainable value chains, efficiently use infrastructure, and establish successful commercial and industrial precincts.

DISTINCTIVE PRECINCTS: We help to establish precincts with purpose and connection, each with its own heartbeat and diverse visitor appeal, to create a compelling case for new investment and business attraction.

Horizon 1 will be actioned through six strategies and a new model of doing business in Holdfast Bay.

Our Vision for Community and Economic Development

HORIZON 2 – 2030 TO 2033

Working with stakeholders on a precinct-by-precinct basis

Entering Horizon 2, we will continue to develop the distinctive business and commercial precincts that create wellbeing in our neighbourhood communities and rich destination experiences for visitors.

- › Our work on business resilience and readiness, precinct and infrastructure planning, investment enablement, and bringing precinct business communities together provides a strong foundation.
- › Cohesive diversity attracts investment and visitation.
- › We have created new, intra-precinct opportunities in the circular economy and ramped up our visitor strategy to generate excitement and attention.
- › Hubs provide the opportunities to introduce beneficial technologies that support wellbeing and community connection.
- › Sub-plans and principles for each precinct form the basis of connection, engagement, and bespoke action.
- › We communicate our purpose and what we offer as a community and destination and engage more deeply with the world beyond our border.

HORIZON 3 (Towards 2050+)

We aspire to be a city facilitated by active transport options and assistive technologies in our public areas while being recognised as the most vibrant arts and culture hub outside of Adelaide's city centre.

A clear economic agenda, cohesive precincts, and a vibrant visitor economy

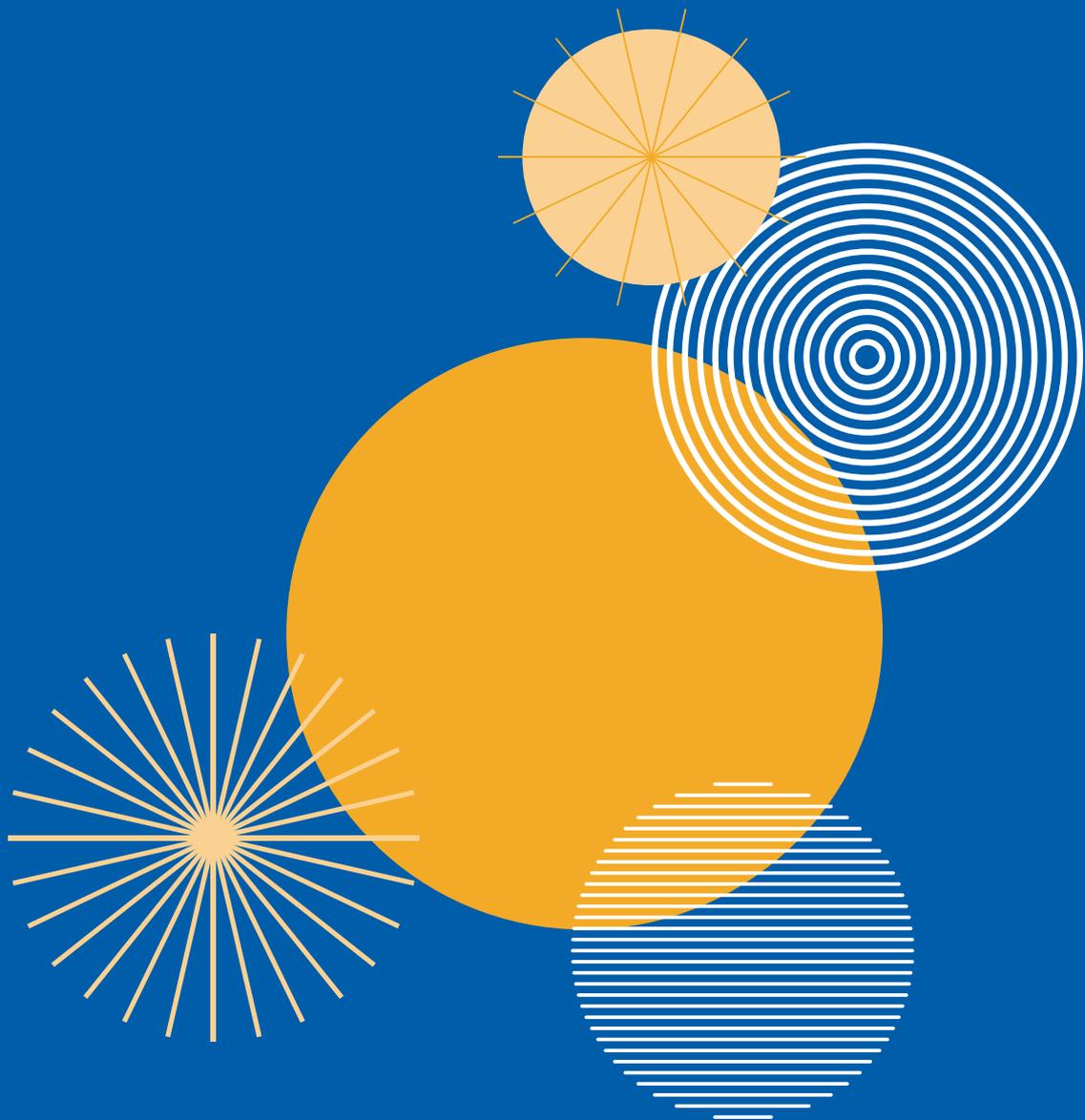
At Horizon 3, we are experiencing the positive economic impact of Our Holdfast 2050+.

There are clear directions in planning and business enablement that support a vibrant, diverse, inclusive, and connected community that attracts investment and visitors.

Community, businesses, and Council are working cooperatively to sustain environmentally responsible and vibrant precincts that are functionally and physically connected to support a cohesive economy.

As we move into Horizon 3, we will ask ourselves if we are on track to achieve these outcomes and, if not, what needs to be done to get back on track.

Economic Development Context



Our People

**Total population
(2024)**

39,308

52.3% females
47.7% males
(ABS 2024:2)



**Most common
age group**

60-69yrs

5,633 people (15%)
Older population

**Median
age:**



10,088

employees that
live outside
the City of
Holdfast Bay

13,646

residents
working outside
of the City of
Holdfast Bay

(ABS 2024:2)

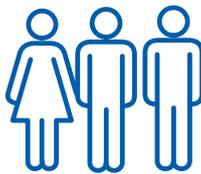


**Holdfast Bay has an older
population; around 60%
of households are lone
persons or couples
without children**



Lone person
households

34%



Group
households

3%



Family
households

60%



Couples
with children

37%



Couples
without children

48%



One parent
families

13%

Source: ABS 2021

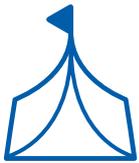
Our Economy

Holdfast Bay has a strong local economy with one of the lowest unemployment rates, and the highest levels of business growth in metropolitan South Australia.



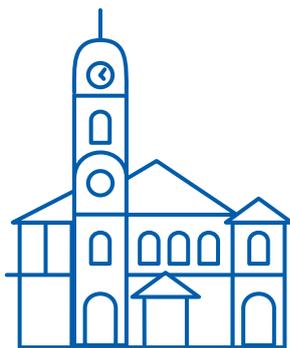
1,083,000

people visited
Holdfast Bay (2024-25)



580,000+

people attended
Holdfast Bay
hosted events (2024-25)



69,409

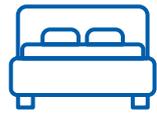
visitors to the
Bay Discovery
Centre

(2024-25)



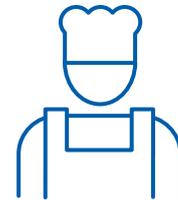
Most Valuable Industries

Largest employing sector



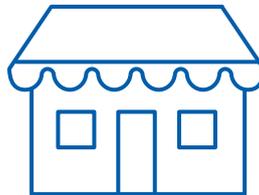
Healthcare and social assistance then accommodation and food services, and retail trade – combined just over 50% of the

14,340
jobs (ABS 2021)



Tourism
employs

2,168
jobs (ABS 2021)



19

businesses were
allocated shopfront
grants (2024-25)



1,000+

local businesses
can be found on
the Holdfast Bay
Business Directory and
MyHoldfast App (2025)



HIGH

- Average Income
- Education
- Housing Mortgages



LOW

Unemployment
for those in the
workforce, but
the age group
with the greatest
number is not in
the labour force.

(ABS 2024)

Our Place



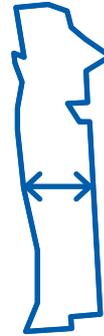
First

SA coastal council to recognise a climate emergency in 2019

9km
of coastline



14.6km²
comprises
City of Holdfast



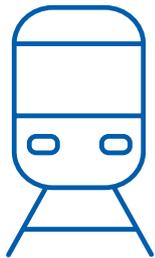
2.5km
wide



20
off-street
public
car parks

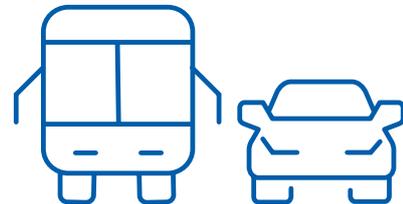
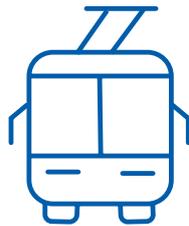
313km

of footpaths and
shared paths



3
train
stops

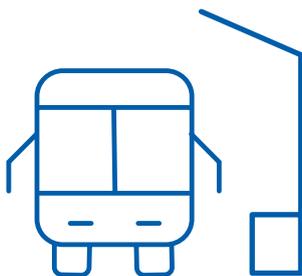
5
tram
stops



Vehicle usage:

Private car is the most common travel method for journeys to work (80%). Public transport accounts for 8.5% and active travel (walking and cycling) 5%. Others worked from home.

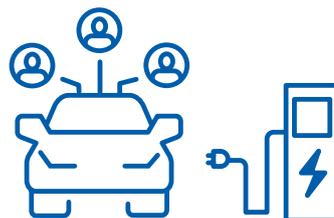
(ABS 2021)



15
metro bus
routes

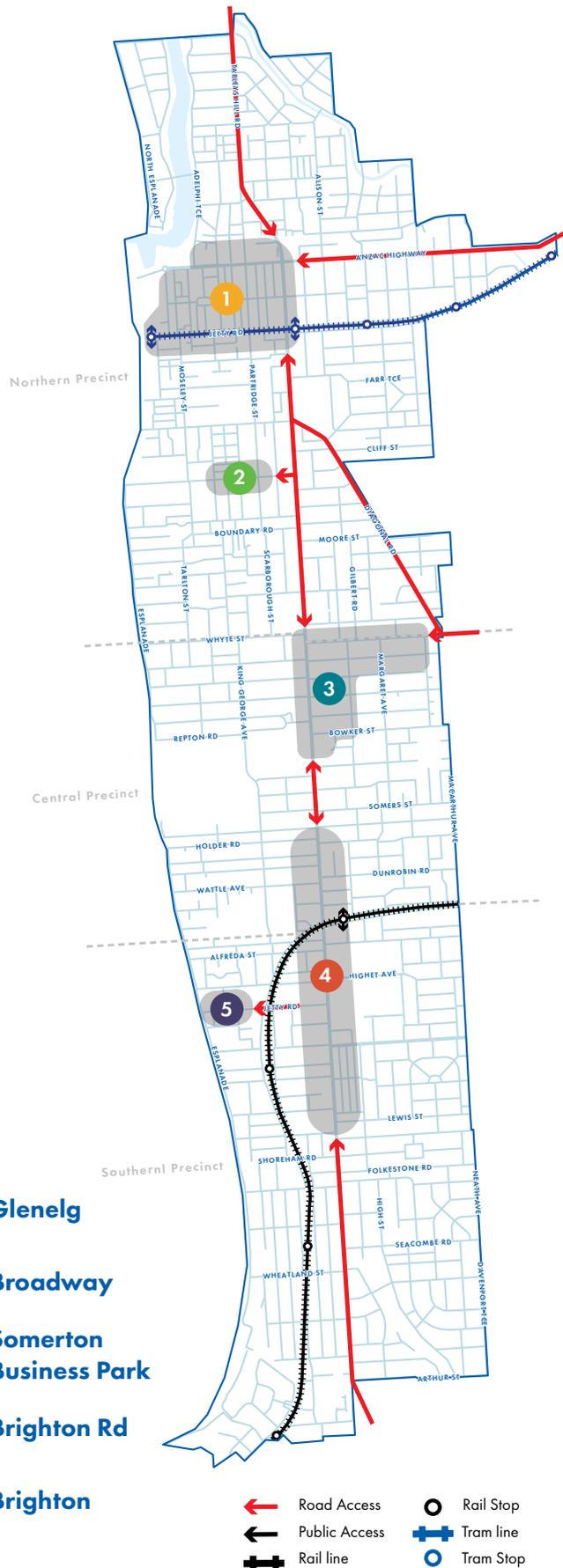
200
bus stops
approximately

4
car share
locations



8
Council
hosted
electric
vehicle
chargers

Our Precincts



Several important precincts, each with a different character, contribute to economic activity in the area.

One light industrial area, two main streets, and several local shopping centres provide thriving local services and entertainment, while the spines through the city (Brighton Road/ Tapleys Hill Road, Anzac Highway) host many other businesses.

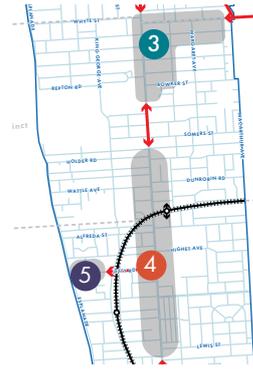
1 Jetty Road Glenelg Precinct

More than 300 businesses operate in Jetty Road, Glenelg, which is Holdfast Bay's main retail and hospitality precinct and includes a diverse range of commercial and healthcare businesses. Established under Section 41 of the *Local Government Act 1999*, the Jetty Road Mainstreet Committee advises Council on activities to enhance and promote the precinct.

2 Broadway

Often known as Adelaide's best-kept secret, Broadway is a vibrant residential hub that features local hotels, homeware stores, a creative sector, personalised services, and diverse dining options.

Our Precincts



3 Somerton Business Park

The Somerton Park employment zone has been our key light industrial and commercial precinct (including the whole postcode of Somerton Park). The most recent detailed report in 2020 identified that it contains almost 2,300 businesses operating in more than 250 industries, with a comparative advantage in 33 of the 105 industries analysed.

Many industry development and diversification opportunities were apparent, with 259 products identified as having growth opportunities. Of the products apparent, 87 experienced five-year solid growth in global demand and are opportunities for businesses in Somerton Park to begin developing or expanding their export capabilities.

Revisiting the review of the commercial precinct in Somerton Park will help us better understand current local business operations and influences. This will help us devise strategies to support growth in the precinct, which may involve exploring shared/bulk purchasing and export potential.

We will also closely consider the precinct's zoning in light of the most valuable economic activities for that area, and also the impact of zoning changes introduced by the state in 2020. It may be necessary to advocate to State Government for changes to the universal land use policies of the employment zone if we are to protect land and support its use for the most valuable economic activities, particularly those for which there are limited alternative locations.

4 Brighton road corridor

The Brighton Road corridor, extending from Glenelg to Seacliff, hosts a diverse array of commercial enterprises tactically clustered in nodes. It is strategically significant and includes three major supermarkets, substantial vehicle sales and service centres, and thriving education precincts.

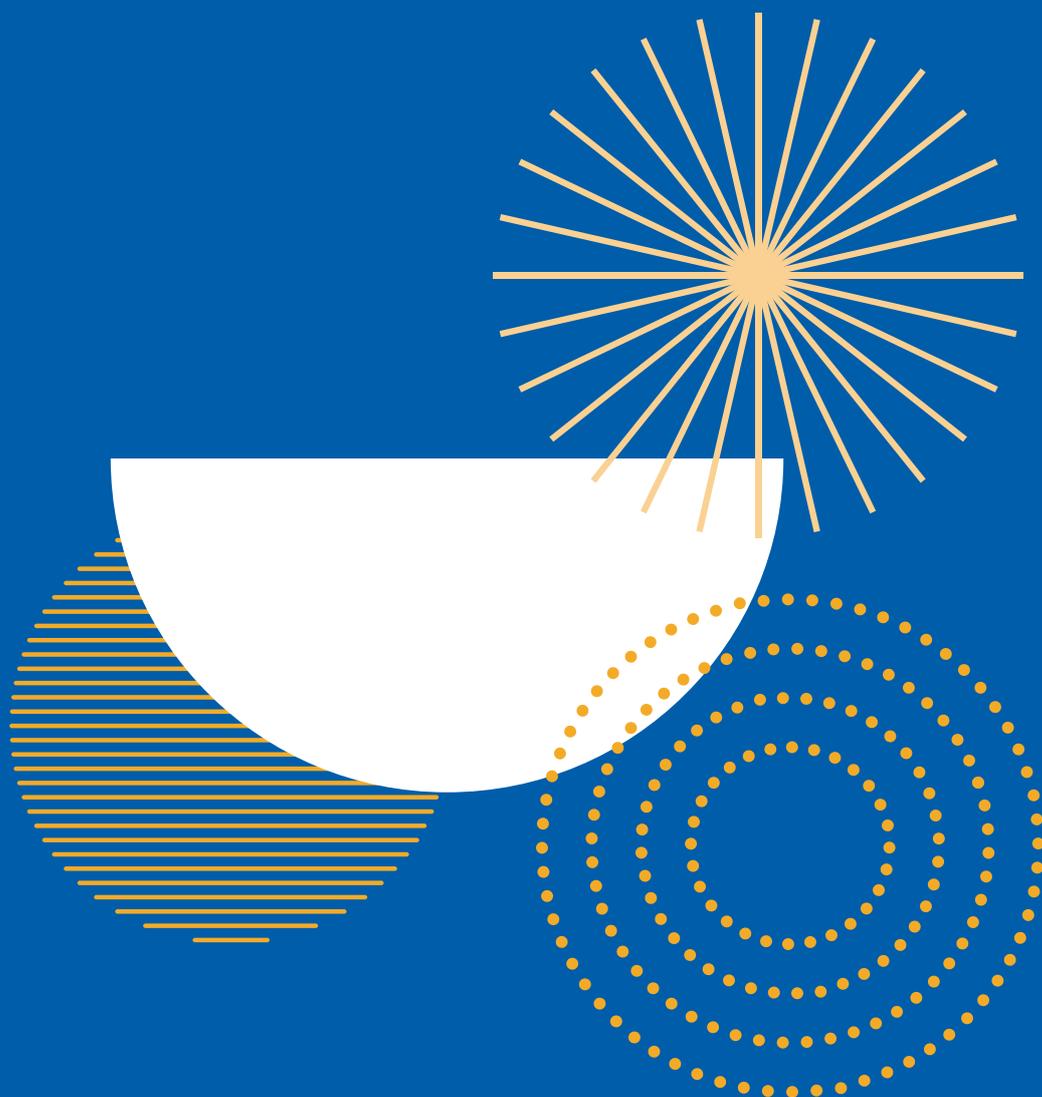
5 Jetty Road Brighton Precinct

A village-style, small-scale local precinct nestled among residences and intersecting with the esplanade, providing a casual but intimate coastal atmosphere. The businesses are predominantly restaurants and cafes, fashion boutiques and homewares stores.

Other locations showing clusters of business activity

Other areas emerging as concentrated business activity nodes include Seacliff Village, which is poised to emerge as a commercial focal point for the south of the city, servicing the surrounding districts. Seacombe Road exhibits promising signs of an increasing range of services and facilities. Sections of Glenelg North and East show business clustering activity, and Marina Pier offers a premium dining and entertainment experience.

Business Context



Business Context

Holdfast Bay businesses are invited to participate in a biennial business confidence survey. Approximately 300 businesses participate in each survey.

Business Confidence Survey

First initiated in 2015, the survey is a face-to-face and online survey inviting over 8,000 ABN holders including 3,580 active businesses across a range of sectors to contribute their views and experiences. A sample size of 300 is considered statistically valid to measure the data.

In the 2023 iteration, businesses were specifically invited to offer perspectives on the opportunities and challenges pertinent to innovation, wellbeing, and sustainability in our city, with their feedback directly influencing the strategic direction of Holdfast Bay's Economic Development Strategy. The 2025 Business Confidence Survey provided a comprehensive snapshot of business conditions.

Research findings included:

- › Overall 2025 business conditions softened compared with 2023.
- › The visitor economy is greatly valued by businesses.
- › There were greater levels of pessimism at all levels of the economy. This is the highest level in eight years of the study.
- › Business concerns include rising costs of doing business, constrained sales and ongoing uncertainty.
- › Finding staff is still difficult for many sectors.
- › The algal bloom has had a material and uneven impact across the business community.
- › The level of satisfaction with council has declined compared with 2023.

These findings are reviewed and updated with each iteration of the survey and support for business is adjusted according to need.

City of Holdfast Bay Business Survey Snapshot 2025

Who was surveyed



27.5%
Retail



28%
Accommodation/
Food Service



68%
employ 2-19
people



65%
turnover
< \$1 million pa



17.7 yrs
average
time in
business

What they told us

88%

Have knowledge of AI

Advanced 20%
Moderate 35%
Basic 33%
No knowledge 12%

40%

Affected by algal bloom event

Losses 25–50%
Decline in foot traffic
and revenue

Intrastate
4.2/5

Interstate
2.9/5

International
2.6/5

Importance of visitors to areas has reduced

Eclipsed by cost of living and overheads/wages

Economy



23% in 2023



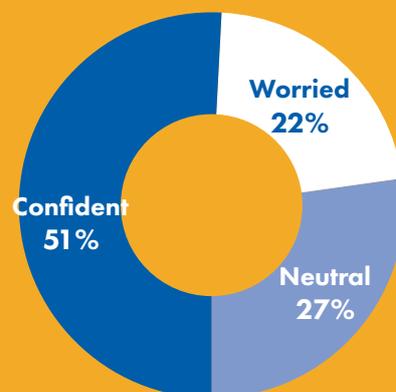
26% in 2023



27% in 2023

Expected economy to be stronger.

Local Business Confidence



Confidence is down from last year

Business KPI's

Most KPIs for Q4 are expected to rise. This indicates pessimism around costs.

- › Sales/Revenue up (40%)
- › General business conditions down (38%)
- › Profitability down (35%)
- › Investment overall is down
- › All overheads up (61%)

Prime concerns

- › Cost of overheads
- › Finding staff
- › Cost of rent
- › Economic climate
- › Lack of work/sales

Barriers to hiring

- › Finding suitable quality staff 45%
- › Finding those who want to work 28%

Impacts on Profitability

- › Cost of living 41%
- › Cost of labour 39%
- › Cost of rent 35%
- › Lack of sales 33%
- › Weather 27%
- › Local economy 26%

Business Context

Key Economic Data

Other sources, including ABS census data (and update releases) and Remplan analysis, provide important insights into the local economy.

Output

Output for 2024 was estimated at \$3.739 billion. (In real, CPI adjusted terms this translates to \$3.602 billion. This reflects a compounding annual growth rate of 4.86 percent since 2016. (This represents total sales or total income of the council area.

The sectors contributing most to output were: Construction (16.6 %), Health care & social assistance (15.6%), Rental, hiring & real estate services (15.3%), and Accommodation & food services (7.7%).

Tourism Output

Tourism data is an aggregation from a number of industry sectors. In Holdfast Bay tourism output is predominantly driven by accommodation and food services, and accounts for more than 60% of that sector's total output.

While tourism output initially decreased in the COVID pandemic, it has returned to a higher level in 2024 and still remains in the four largest sectors by value.

Regional Exports and Regional Product

In 2024, regional exports which bring money into local business were estimated at \$1.038 billion. Regional exports were dominated by health care and social assistance, ahead of accommodation and food services, which contracted in response to travel restrictions several years ago, rental, hiring and real estate, and construction.

Gross regional product per worker has increased in Holdfast Bay since 2019 and remains lower than southern and western Adelaide and state figures.

Businesses

There are over 3,600 actively trading businesses providing 14,340 jobs in Holdfast Bay. Approximately 97 % are small businesses employing less than 20 people, with more than half having a turnover of less than \$200,000.

Our city has relatively low economic diversity, with 64% of businesses occupying the following five sectors:

- › Construction
- › Professional, scientific and technical services
- › Rental, hiring and real estate
- › Health care and social assistance
- › Retail trade.



Jobs and Employment

In 2024, the sectors with the greatest employment growth since 2016 were health care and social assistance services, and education and training. Employment in administrative and support services and manufacturing contracted.

In 2024 the sectors employing the highest proportion of people were

- › Health care and social assistance services
- › Accommodation and food services
- › Retail trade.

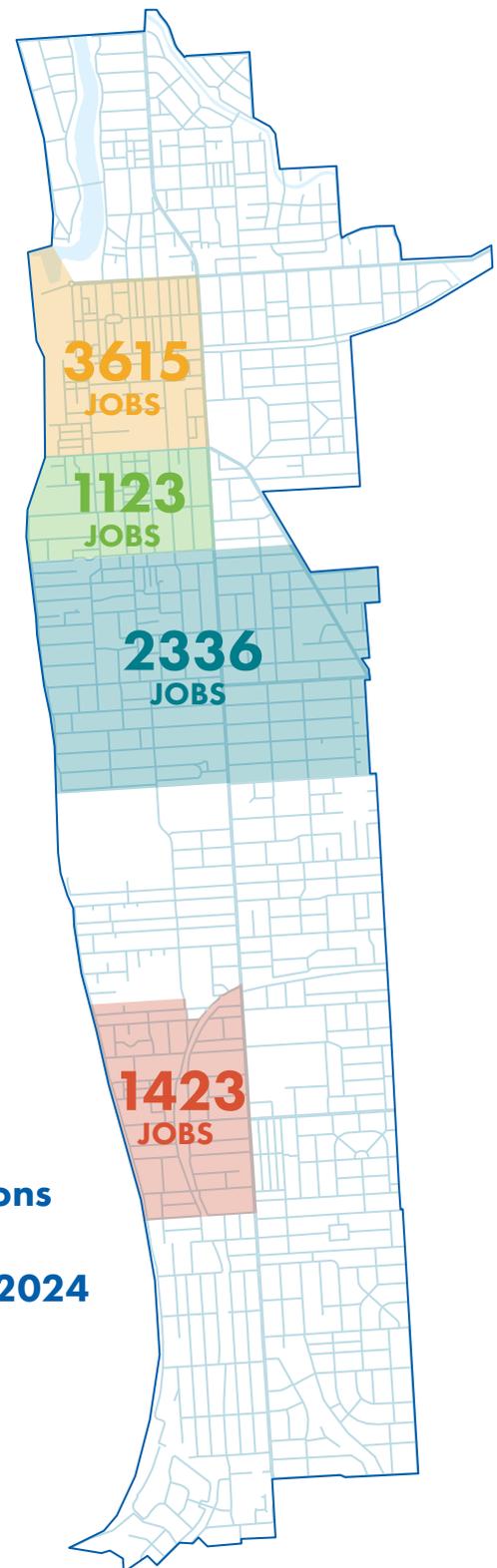
Tourism activity employs over 2,100 people in Holdfast Bay, representing 15 % of total employment. By comparison this is more than double the proportions of total jobs for tourism in South Australia and Australia.

Jobs in the main employment destination zones have contracted slightly, possibly reflecting increasing homebased businesses spread throughout the council area.

Geographic locations of jobs in main destination zones 2024

- 1 Glenelg
- 2 Glenelg South
- 3 Somerton Park
- 4 Brighton

Home-based businesses are also spread throughout the council area.



Business Context

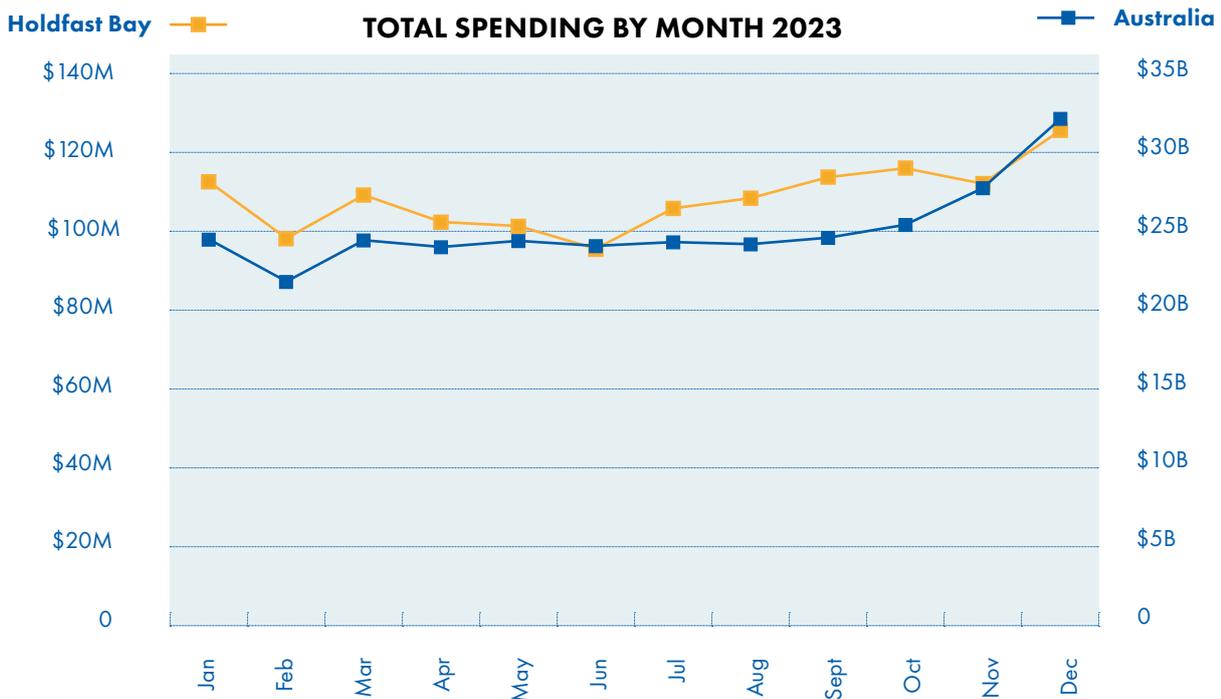
Spending

Holdfast Bay experienced a slight decline in total spending in 2023 (-0.49%) before rebounding strongly in 2024 with a 5.8% increase. Visitor spending followed the same pattern, dropping in 2023 (-1.05%) but recovering by 7.9% in 2024. Resident local spending grew modestly, while resident online spending grew most strongly, rising 6% in 2023 and 9.5% in 2024.

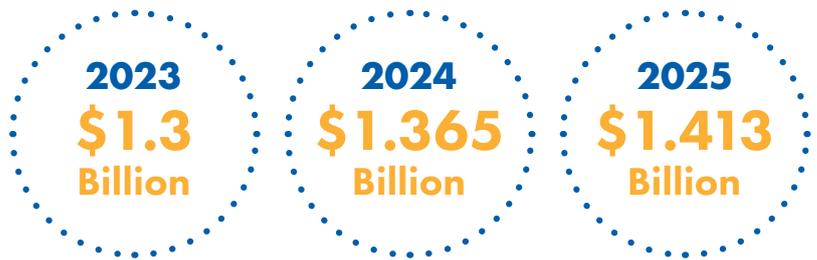
Resident spending accounts for roughly one-third of total local expenditure, while visitors contribute the remaining two-thirds. Of the visitor spending, approximately 80% comes from individuals traveling from other parts of the state. Conversely, residents direct about 80% of their overall spending to online purchases or businesses located outside the council area.

The nighttime economy outpaced daytime growth, increasing 3.8% in 2023 and surging 12.2% in 2024. By December 2024, nighttime spending accounted for 50.5% of total local spend, overtaking daytime for the first time. Visitor nighttime spending grew dramatically (+14.7%) and resident online spending during nighttime hours rose by 16.4%, reinforcing the importance of evening hospitality and digital channels.

Focus areas include developing the nighttime economy through events and hospitality, enhancing visitor experiences and supporting local businesses with digital transformation to capture growing expenditure online. Seasonal campaigns for peak and shoulder periods and ongoing monitoring will support resilience and sustained growth.



Source: Spendmapp 2025



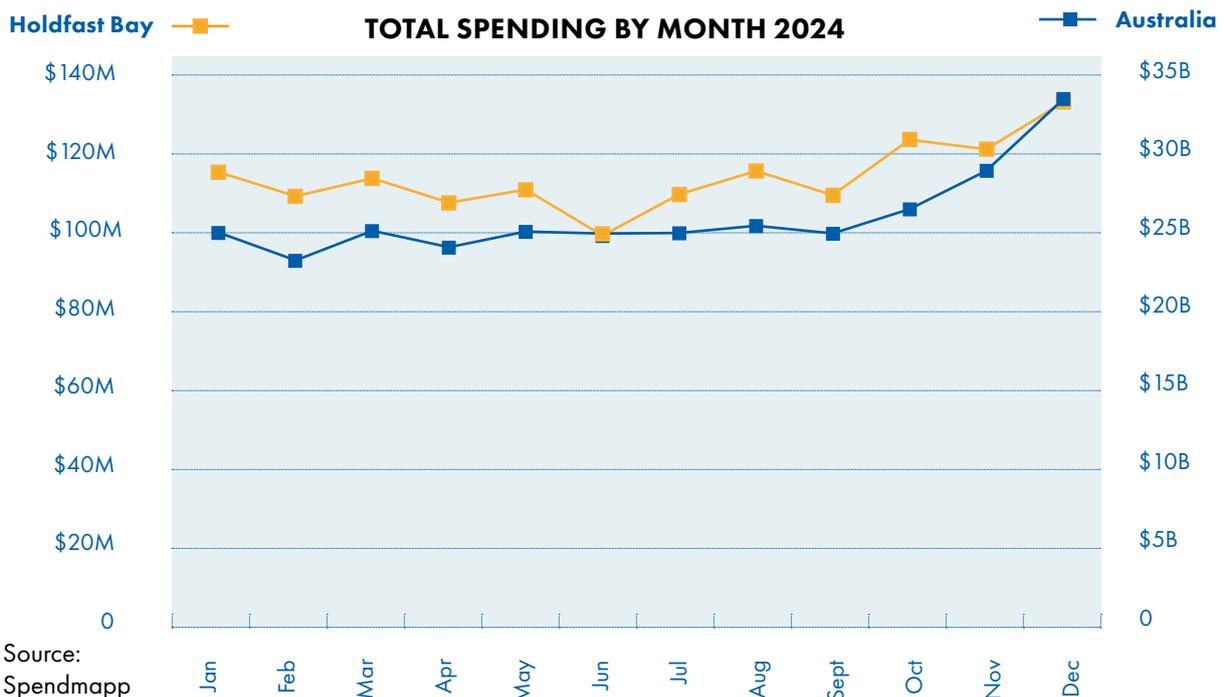
Comparison with National Performance

The City of Holdfast Bay demonstrated robust economic performance between 2023 and 2024, with total local spending increasing by 6.6%, more than double the national growth rate of 2.8%. This accelerated growth signalled a strengthening local economy that is outperforming broader Australian trends. Recent sustained cost of living pressures may however influence consumer confidence and visitor expenditure can be volatile and often concentrated in just one or two expenditure categories. Initiatives can focus on smoothing out volatility and broadening the range of goods and services purchased.

Holdfast Bay’s share of national spending rose from 0.43% in 2023 to 0.45% in 2024, reflecting incremental gains in market influence. While this percentage may appear modest, the upward

trajectory indicates sustained competitiveness and resilience. This growth may be amplified by supporting local businesses, fostering innovation, and enhancing visitor spending, thereby strengthening Holdfast Bay’s role as a destination for commerce and tourism.

Spending analysis for Holdfast Bay shows consistent seasonal patterns, with December emerging as the highest-spending month followed by a slight trough in February and the lowest total spending in June. Notably, the spending in last quarter of 2024 surged by 6.6%, underscoring the importance of the holiday season in driving economic activity. To maximize these peaks, targeted campaigns and events during high-spending periods can stimulate additional revenue, while initiatives aimed at mitigating troughs—such as off-season promotions—can stabilise cash flow for local businesses.



Source: Spendmapp 2025

Business Context

Business Sector Priorities

Early in the planning cycle for the Economic Development Strategy, workshops were held with precinct trader groups and elected members.

Participants were asked to consider opportunities and challenges through the lenses of innovation, sustainability, and wellbeing—the three focus areas of Council’s Strategic Plan Our Holdfast 2050+.

We heard – Innovation

Opportunities

Increased local spend	Support for business to grow and evolve
Attract more visitors	Motivate businesses to change
Upgrade coastal assets	Wider and longer-term vision
Improve accommodation offering	Funding to make change
Improve quality of retail offering	Investment in premises
Encourage diversity of businesses	Affordable space for innovation to occur

Challenges

Attracting investment, motivation to change	Securing investment, resistance to change, funding, red tape
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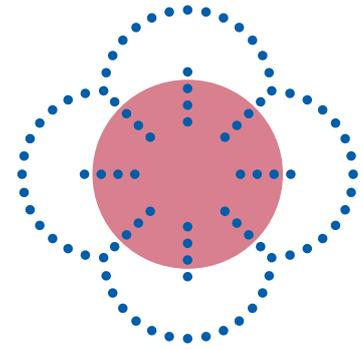
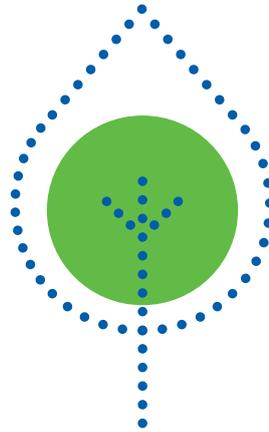
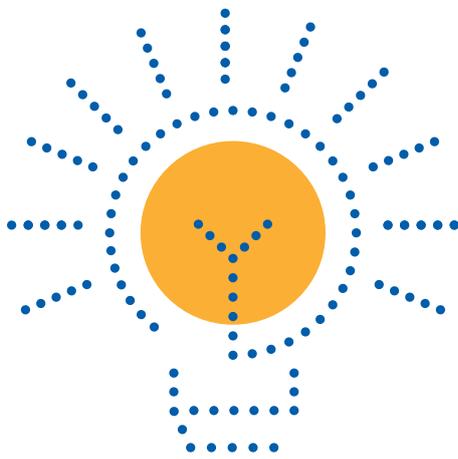
We heard – Sustainability

Opportunities

Create better traffic and parking solutions	Clever and efficient waste schemes
Improve public transport	Circular economy – reuse, innovation, waste
Faster more direct links with airport	Community wide initiatives and targets – e.g. Plastic free
Reduce traffic on Brighton Road	Business hard waste collection
Increase alternative transport services – e.g. Bike/car share, EV charging, legalised scooter use	Shared schemes that reduce business costs – waste, power, adaptive resourcing

Challenges

Lack of precinct parking, dislike of paid parking, airport transit	Encouraging environmental responsibility, associated costs, motivation
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We heard – Wellbeing

Opportunities

Reinforce the coastal location benefits

Create and build connections through groups with different ideas and skills

Better gathering spaces

Improve engagement with youth

Foreshore redevelopment

Wellbeing groups for ageing population

Local precinct outdoor upgrades (Jetty Road Glenelg & Brighton) – lighting, signage, wider footpaths for access

Virtual library and services

Local precinct promotion

Mental health and behaviour support programs

Safe precincts

Challenges

Keep locals spending in area, maintain attractive places, funding

Opposition to change, ageing population, mental health, retaining youth

This initial engagement identified opportunities that will continue to be pursued through several different plans of actions. These include supporting businesses to grow and evolve with diversity and resilience, improvements to waste management in conjunction with circular economy, investing in assets that support both local community and visitors and make Holdfast Bay an attractive destination with accessible, well serviced business and tourism precincts in which people feel safe.

Key Roles for Council ranked in order of importance

The Role of Council in Economic Development

Participants were asked to identify three economic development-related roles they considered most important for Council.

Trader group participants ranked collaborating, coordinating, and providing services as the most critical roles, and managing and leading as the least important. They also noted the importance of building and maintaining an attractive environment to support businesses' innovation and success.

Similar results were generated through the Business Confidence Survey, which identified collaboration and service provision as key roles for Council.

1



Collaborating

We build networks and partnerships with other councils (for example, the Southern and Western alliances), other tiers of government, community groups and the private sector to ensure consistency and achieve economies of scale.



Coordinating

We help to bring services together and connect people to services provided by other tiers of government, not for profit, and private providers.



Providing Services

We provide a wide range of services, including aged care and disability support, business and community programs, libraries, events and visitor services such as the Bay Discovery Centre.

2



Building

We build and maintain community infrastructure and amenities such as footpaths, parks, playgrounds, public buildings, and sporting facilities.

3



Managing

We manage infrastructure on behalf of the community and other tiers of government, including stormwater infrastructure, jetties, and roads.



Leading

We seek to lead by planning and investing in ways that consider current and intergenerational needs and aspirations.

Business Context

Business Trends

Ways of doing business continue to evolve. Generational change will see some local businesses change ownership, with succession planning presenting a challenge for family-owned operations.

The role of bricks-and-mortar premises is diminishing, with large-footprint buildings such as banks likely to be re-purposed.

More people are working from home and in co-working facilities, meaning that everyday activity and spending are being redistributed across the suburbs, prompting the return of local convenience stores and cafes. The COVID era also caused many people to reconsider their work-life balance, making 20-minute cities like Adelaide more desirable places to live and work.

The growth of the gig or sharing economy has redefined employment and created a new on-demand workforce. A range of apps and e-commerce platforms now enable people to perform one-time or short-term contract jobs.

The digitisation of manufacturing industry technologies and processes is changing how goods are produced using smart machines. As we move towards a predicted fifth industrial revolution, we will see greater collaboration between humans and machines through cyber-physical systems and technologies.

Integrating Artificial Intelligence (AI) into business processes can drive productivity gains, streamline decisionmaking, and enable data driven insights that improve efficiency and customer engagement.

For economic development, while recognising that there are still some challenges with the technology and how it is used, this shift presents significant opportunities, transforming the way businesses operate, innovate and compete.

Alongside these technological changes, there has been an increasing emphasis on sustainability, social and ethical considerations, local sourcing, and entrepreneurship.

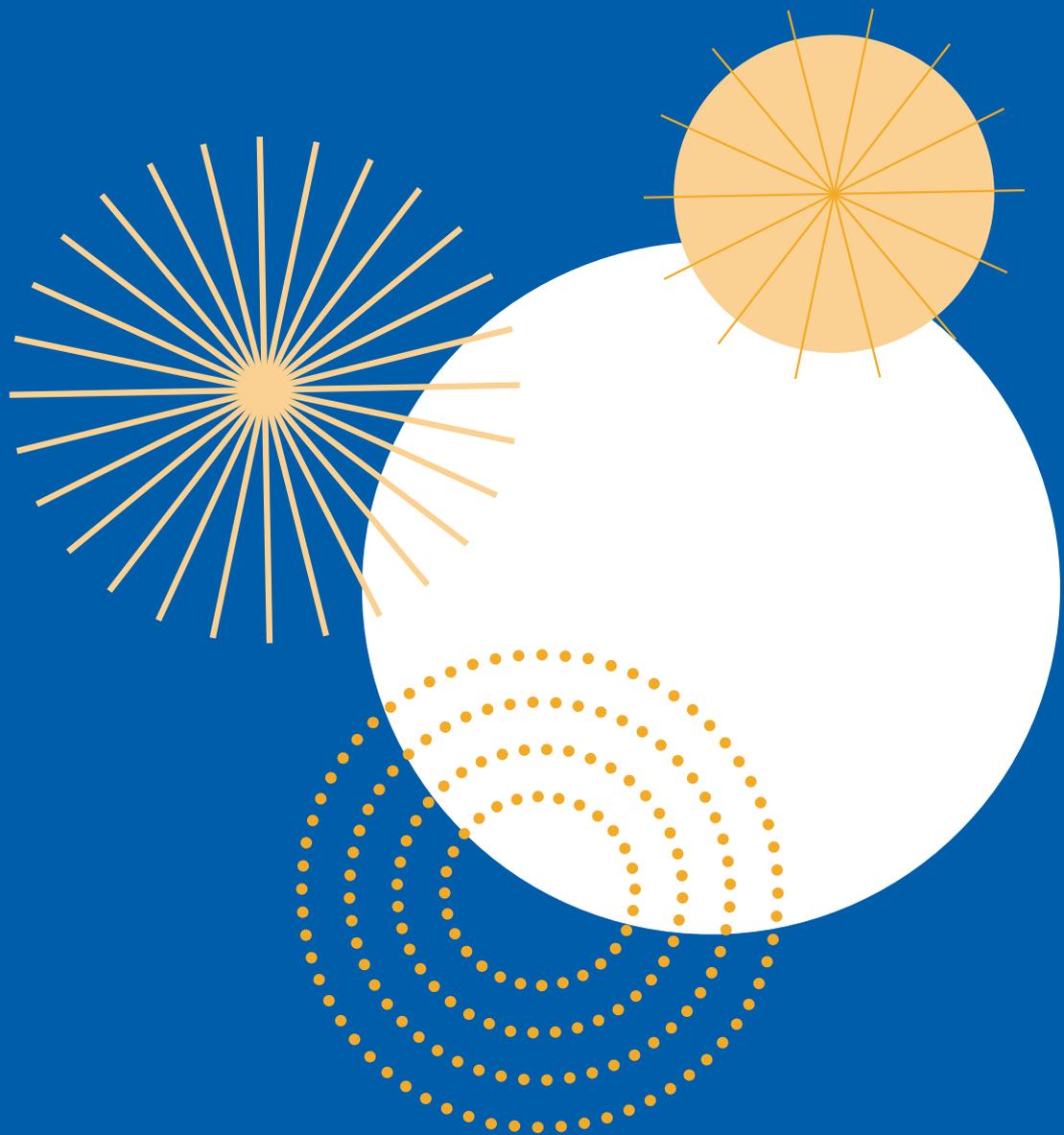
Cultural enhancement is a growing focus along with focusing on wellbeing and locating people at the centre of considerations.

Carbon neutrality and waste reduction through the circular economy are realities. Social entrepreneurship has grown, while venture capital investment has become more difficult to obtain.

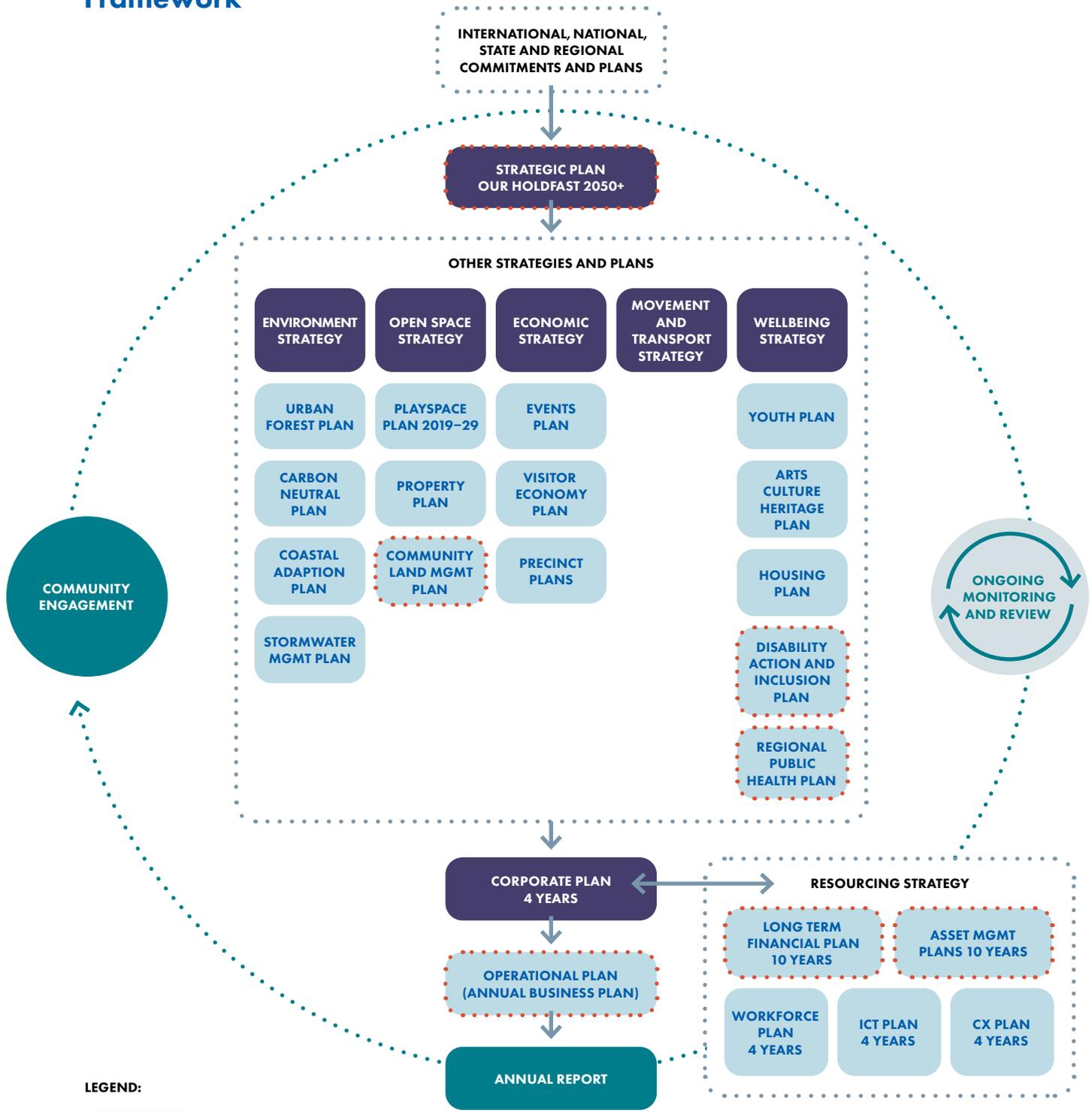
People increasingly value experiences such as events, installations, natural environments, and great places.

The term VUCA (volatility, uncertainty, complexity and ambiguity) is now commonly used to describe the business environment, with economic shocks occurring more frequently than ever. This highlights the importance of moving toward sustainable, human-centric, and resilient systems that balance economic advancement with resolving societal issues.

Council Context



Strategic Planning Framework



LEGEND:

- STRATEGY
- PLAN
- STATUTORY DOCUMENT

How We Plan for Economic Development

Under the Local Government Act 1999, Councils are required to have strategic management plans that set out what they intend to achieve and describe how their objectives align with relevant national, state, and regional plans and policies.

Council Context

The City of Holdfast Bay's Economic Development Strategy is one of five key strategies that describe how the objectives of the Strategic Plan - Our Holdfast 2050+ will be achieved.

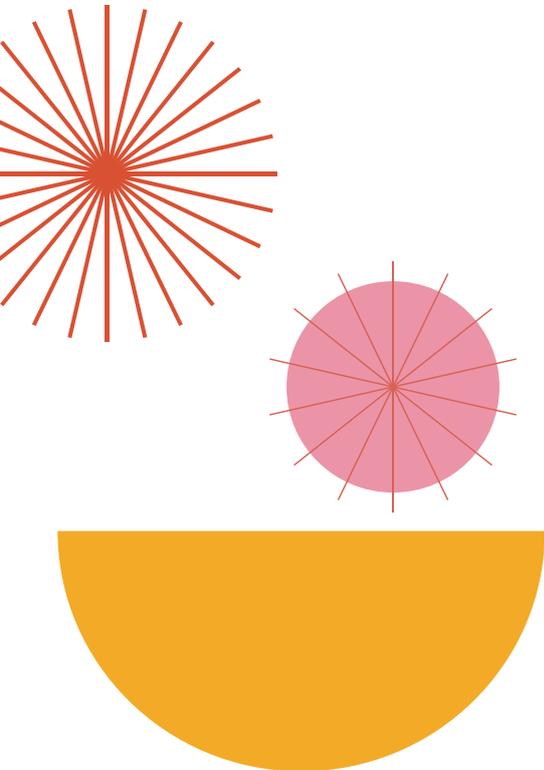
The Economic Development Strategy provides direction for supporting action plans, which will be reviewed and replaced on a rolling basis to align with the economic directions of this overarching strategy, including:

- › Tourism Plan
- › Event Plan
- › Arts Culture Heritage Strategy
- › Jetty Road Glenelg Precinct Plan
- › Investment Prospectus.

Importantly, our Economic Development Strategy also aligns with other government plans to enable coordinated effort and funding.

These include:

- › Australian Government Budget Papers
- › South Australian Economic Statement
- › SA Small and Family Business Strategy
- › Greater Adelaide Regional Plan
- › Building Western Adelaide Strategic Plan
- › Western Adelaide Tourism Action Plan.





Locations to access these documents provided in the Reference section.

Council Context

Council aims to cover all costs associated with its services, including infrastructure and asset depreciation, ensuring fair distribution of expenses among current and future users.

How We Fund Economic Development

This approach allows for the planned provision of services and infrastructure, maintaining stable and predictable rates in the medium term.

Council revenue is generated primarily from rates, along with other sources. Expenditure is prioritised annually based on strategies, plans, and community needs.

Differential Rating of Industrial, Commercial, and Vacant Property

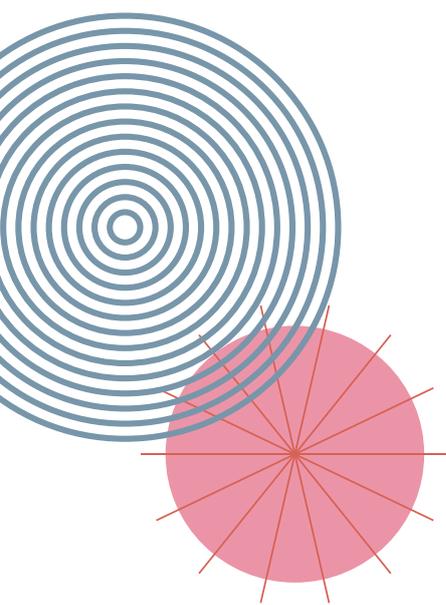
Industrial, commercial and vacant property is rated slightly differently from residential land.

A higher rate is applied to commercial and industrial properties based on the principle that industrial and commercial properties place a greater burden on infrastructure and achieve direct benefits from council parking and health regulations, events, tourism etc. For vacant land, the differential rate is intended to incentivise owners to develop their property.

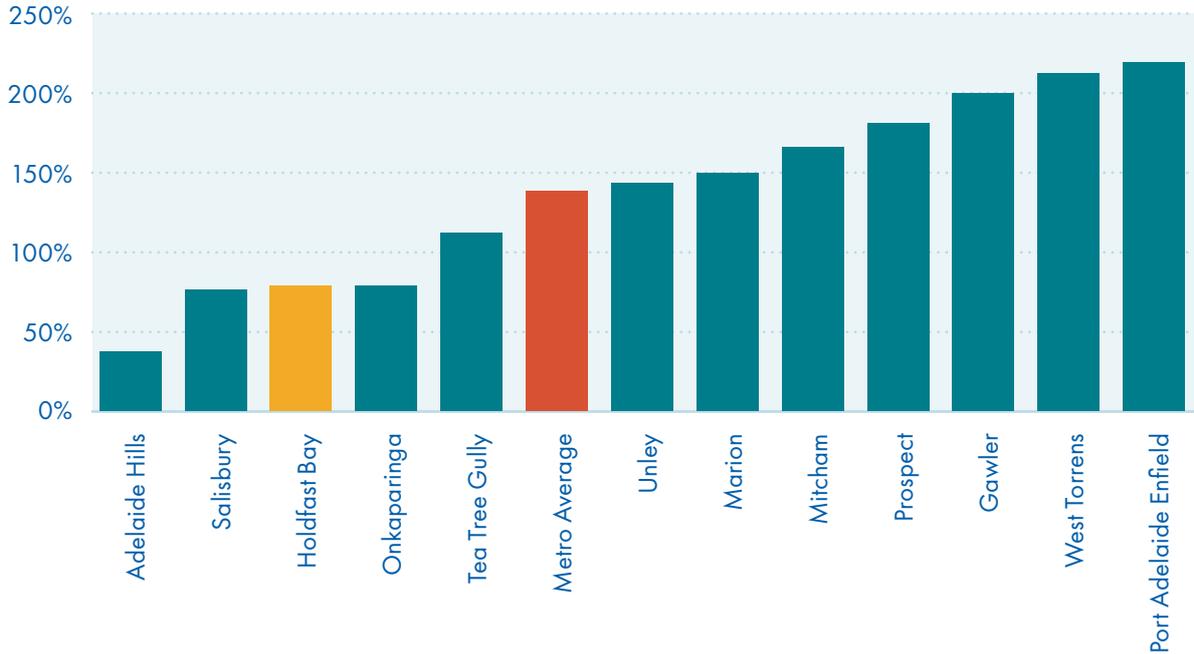
Council in 2025–26 applied a rate premium of 67.3% above the residential rate for industrial, commercial, and vacant properties, equating to 12% (\$5.8 million) of total rate revenue.

The differential rate premium of 63.6% applied by the City of Holdfast Bay in 2024–25 compares favourably with the 2024–25 metropolitan average of 111% shown in the following graph.

As part of this strategy, Council will seek to increase business and community understanding of differential rating and undertake a review to determine future rate structures, aiming to strike a balance that provides clearly identifiable benefits to businesses and the community. This will include consideration of the role and contribution from other forms of new and emerging business including those powered by digital platforms in a sharing economy.



**2024–25 METROPOLITAN DIFFERENTIAL RATE PREMIUM COMPARISON
(APPLIED TO COMMERCIAL & VACANT LAND)**



Separate Rate

Established in 1994 under section 41 of the Local Government Act 1999, the Jetty Road Main Street Committee (JRMCC) advises Council on strategies to promote the precinct as a vibrant shopping, leisure and recreational area and attract further investment. To fund marketing and other activities for the precinct, traders in the defined precinct area pay a levy.

The Patawalonga Marina Separate Rate is applied to properties in the basin of the Patawalonga with marina berths to fund ongoing maintenance of the Patawalonga lock.

Grants

Grant funding is obtained from various sources, including state and federal programs that provide funding to support the needs of the business community.

Council also provides grants for a range of activities to support economic development.

Events

Similarly, Council both receives and provides funds for events that help draw people to the area.

Events run by external organisations for commercial purposes are charged a fee to ensure the impacted environs are appropriately managed during and after the event. At the same time, Council provides sponsorship and in-kind support for local events and stages several major events, often in partnership with the JRMCC.

Council Context

Our Infrastructure and Capital Projects

Creating and maintaining the built environment is essential to economic development, supporting various facets of a thriving economy. Well-maintained infrastructure, including roads, facilities, and public spaces, enhances transportation and logistics efficiency and attracts businesses and investors seeking reliable operational environments. Aesthetically pleasing and functional urban and natural landscapes contribute to a favourable business climate, encouraging consumer spending and tourism. By ensuring the durability and functionality of the built environment, Council helps to sustain long-term economic growth, foster innovation, and improve overall quality of life for residents and businesses alike. Over the past ten years, Council has invested in significant upgrades at locations including Coast Park, Brighton Oval, Glenelg Oval, Kauri Sports and Community Centre, Chapel Plaza, and Bouchee Walk to provide modern community, recreation, and entertainment facilities. During the lifetime of this strategy, we expect that approximately two-thirds of the Council's capital budget will continue to be needed for the renewal of core business assets like stormwater infrastructure upgrades, irrigation of reserves, street light conversion, and various technology projects to improve efficiency. The remaining third will allow Council to deliver new capital projects, including the upgrade of Jetty Road, Glenelg, which is a cornerstone of this strategy.

Transforming Jetty Road

The Transforming Jetty Road project aims to capitalise on community and business opportunities originally identified through community engagement in 2017 and subsequently supported by spending analysis and business sentiment studies. Completed in 2021, phase one of the project involved upgrades at Chapel Plaza and Bouchee Walk, setting the stage for the comprehensive redevelopment of Jetty Road Glenelg from 2024 to 2026. This transformation will modernise the one-kilometre precinct into a vibrant, world-class destination, benefiting residents, local businesses, tourists, and the broader Adelaide region. With a \$40 million budget spread over two years, including \$10million from the Federal Government, the project aims to maintain Holdfast Bay's appeal as a desirable place to live, work, and visit. The upgrade presents an opportunity to enhance night-time activities throughout the precinct and extend activity into the side streets for people-focused activity.



Summary

In summary, the challenge for businesses in the City of Holdfast Bay is how to maintain growth or develop new ideas that are both economically and environmentally sustainable, respect people, and provide employment and opportunity.

The next four years will be a time for re-examining and delivering tangible actions to help businesses build resilience and become more adaptive.

Initial engagement with local business identified opportunities that will continue to be pursued through several different plans of action. These include supporting business to grow and evolve with diversity and resilience, investing in assets that support tourism and make Holdfast Bay an attractive destination with accessible, well serviced business and tourism precincts in which people feel safe, and collaborating and coordinating with business to achieve operating conditions for success. Waste management will continue to demand increasingly creative and collaborative solutions, that will require a long-term approach to reducing waste from all parts of the supply chain and repurposing remaining waste streams.

A review of the commercial precinct in Somerton Park will help us better understand local business operations and influences. This will help us devise strategies to support growth in the precinct, which may involve exploring shared/bulk purchasing and export potential. This can include closely examining the precinct's zoning to determine the most valuable economic activities for that area.

The renovation of the public realm in Jetty Road, Glenelg, may create the conditions to explore new opportunities. This could involve utilising side streets for people-centric opportunities, and boosting the 24 hour economy, increasing activity to lessen the seasonal impact on spending and visitation.

Detailed plans will be developed for specific activities, including tourism, events and precinct activations. The plans will lay out actionable steps that can be taken within Council's financial constraints over the life of the strategy, to make meaningful contributions toward specified goals or improvements, including:

- › Addressing a loss of vibrancy in some locations.
- › Attracting and equipping businesses to meet future challenges.
- › Strengthening economic diversity and resilience.
- › Improving economic and environmental sustainability.
- › Adopting a collaborative regional approach to achieve shared outcomes.
- › Recognising reliance on visitors for economic activity and smoothing the peaks and troughs of activity.

Council Context

Delivering Our Strategic Priorities and Outcomes

The following tables set out the actions that Council will take during Horizon 1 of this strategy (2026–29).

Actions have been grouped into six strategies that build on the work of our previous plan with new new achievable directions and a strong theme of resilience.

The community, the business sector, and Council share responsibility for executing this strategy, and it will require investment through the council annual budget process for the life of the strategy. Delivery of the actions will be prioritised annually and alternative sources of funding sought as required.

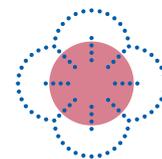
Actions will be monitored, and outcomes will be measured throughout the life of this strategy and adjusted in response to changing conditions.



1. Innovation



2. Sustainability



3. Wellbeing



1.1
Business
Attraction
and Capacity
Building



1.2
Innovation
and
Entrepreneurship



2.1
Creating a
Sustainable
Economy



2.2
Regional
Collaboration
Supply
Chains



3.1
Social
and Ethical
Sustainability



3.2
A Thriving
Visitor
Economy

1. Innovation

Strategy 1.1 Business Capacity Building and Business Attraction

A city that attracts and equips local businesses with the knowledge and capacity to achieve business sustainability, manage business expansion, navigate business growth, and leverage potential export prospects.

Action	Program	Measure	Role of Council	25/26	26/27	27/28	28/29
1.1.1 Identify business training needs and leverage training providers and grants	Business training	Business Confidence survey benchmarking	Coordinating	○	☺	☺	☺
1.1.2 Collaborate with education and training providers to foster skills linkages and longer-term adaptive thinking	Skills for business	Engage with Holdfast Bay secondary schools and Flinders University annually linking business to education providers	Collaborating	○	☺	☺	☺
1.1.3 Provide business programs that support First Nations, non-English speaking and marginalised communities	Business training	Joint project initiatives identified	Educating	○	☺	☺	☺
1.1.4 Conduct a review of the differential rate, and increase awareness of the benefits	Resourcing Community needs	Review conducted and communicated	Servicing	○			
1.1.5 Liaise with other spheres of government and the public sector to foster resilience	Planning for future resilience	Joint project initiatives identified	Coordinating	○	☺	☺	☺
1.1.6 Provide access to data that supports business investment and attraction to the city	Supporting business growth and development	Access to data through Council website and business concierge service	Educating	○	☺	☺	☺
1.1.7 Encourage precinct groups to establish and identify ways to promote and expand their potential	Supporting business growth and development	Business Confidence Survey satisfaction	Coordinating		○	☺	☺

○ Commence
☺ Continue

Council Context

1. Innovation

Strategy 1.2 Innovation and Entrepreneurship

A city that welcomes and fosters creativity and innovation to enhance our competitive advantage and strengthen our diversity and resilience.

Action	Program	Measure	Role of Council	25/26	26/27	27/28	28/29
1.2.1 Support business in Jetty Road Glenelg to grow and evolve through the Transforming Jetty Road Project	Supporting business growth and development	Number of interactions with businesses during project Business Confidence Survey satisfaction	Providing services Coordinating Collaborating	○	◡	◡	◡
1. 2.2 Advocate for the protection and enhancement of Somerton Park employment/light industry area by strengthening the zoning policy	Supporting business growth and development	Contacts with state planning	Advocating	○	◡		
1. 2.3 Identify private and public partnership opportunities to foster or establish collaborative business spaces	Supporting business growth and development	Number of co-working/business hubs scoped	Coordinating	○	◡		
1. 2.4 Foster creative business models - explore a spoke and hub model linked to Tonsley and Lot Fourteen	Supporting business growth and development	Number of businesses referred to initiatives with Flinders University and other innovation precincts	Collaborating		○		
1. 2.5 Foster innovation in the health care, accommodation, and hospitality sectors	Supporting business growth and development	Number of businesses referred to initiatives with Universities and other innovation precincts	Collaborating			○	◡

○ Commence
◡ Continue

2. Sustainability

Strategy 2.1 Creating a Sustainable Economy

A city that preserves resources and minimises our individual and collective environmental footprint.

Action	Program	Measure	Role of Council	25/26	26/27	27/28	28/29
2.1.1 Create a forum of local business advocates to examine sustainable and shared waste schemes	Increase business collaboration	Number of participants	Coordinating		○	◡	
2.1.2 Identify education opportunities for businesses to improve continuity and resilience against business disruption and seasonal downturn, and to grow a night-time economy	Planning for future resilience	Number of learning opportunities shared with local business-Business Confidence Survey benchmarking	Educating Collaborating	○	◡	◡	◡
2.1.3 Foster an alumni of sustainable business champions for the city	Supporting business growth and development	Number of champions and case studies promoted	Coordinating	○	◡	◡	◡
2.1.4 Investigate the issues and options for alternative business waste disposal schemes	Supporting business growth and development	Number of initiatives implemented and measurement of reduced waste streams	Collaborating educating		○	◡	
2.1.5 Identify and encourage bulk purchase of collective resources	Increase business collaboration	Number of initiatives identified/implemented	Coordinating collaborating		○	◡	◡
2.1.6 Explore integrated approaches to sustainable and smart transport for visitation and business logistics	Planning for future resilience	Number of initiatives identified	Collaborating Coordinating			○	◡

○ Commence
◡ Continue

Council Context

2. Sustainability

Strategy 2.2 Regional Collaboration and Supply Chains

A city that incorporates collaborative regional approaches where shared outcomes can be achieved for a cohesive and robust economy.

Action	Program	Measure	Role of Council	25/26	26/27	27/28	28/29
2.2.1 Advocating to State Government on Brighton Road corridor improvements that sustain business and enable growth opportunities	Supporting business growth and development	Identify the locations most suitable for traffic calming and increased pedestrian and business activity.	Advocating		○	◡	
2.2.2 Review the 2020 Somerton Park Economic Activation Plan, identify regional supply chains and improve export opportunities	Supporting business growth and development	Complete review with key stakeholders	Educating	○	◡	◡	
2.2.3 Ongoing support of the Building Western Adelaide Economic Strategic Alliance and associated shared initiatives	Increase business collaboration	Review and report on current Building Western Adelaide Strategy and develop new strategy	Collaborating	○	◡	◡	◡
2.2.4 Continue the jointly funded Southern Business Mentoring Program and State Government business programs	Business training	Number of businesses participating Business Confidence Survey satisfaction	Coordinating collaborating	○	◡	◡	◡
2.2.5 Foster collaborative programs with the Adelaide Economic Development Agency and Regional Development Australia (Adelaide)	Increase business collaboration	Number of joint initiatives	Coordinating collaborating		○	◡	◡

○ Commence
◡ Continue

3. Wellbeing

Strategy 3.1 Social and Ethical Sustainability

A city that celebrates creativity and supports and fosters businesses in their endeavours to be more environmentally and socially responsible citizens.

Action	Program	Measure	Role of Council	25/26	26/27	27/28	28/29
3.1.1 Deliver networking, education and case studies on social and ethical practices	Planning for future resilience	Ethical and social practices content is embedded in business training programs- Business Confidence Survey	Educating Advocating		○	◡	◡
3.1.2 Integrate events that cater for diverse communities and workforce requirements	Skills for business	Diversity embedded in business development activities Business Confidence Survey satisfaction	Leading	○	◡	◡	◡
3.1.3 Identify local business workforce gaps and skills shortages and link with workforce development programs	Supporting business growth and development	Number of joint initiatives	Coordinating	○	◡	◡	◡
3.1.4 Showcase local businesses that are demonstrating best practice in ethical procurement	Planning for future resilience	Number of joint initiatives	Educating	○	◡	◡	◡
3.1.5 Integrate best practice accessibility standards into business training	Business training	Number of joint initiatives	Educating		○	◡	◡

○ Commence
◡ Continue

Council Context

3. Wellbeing

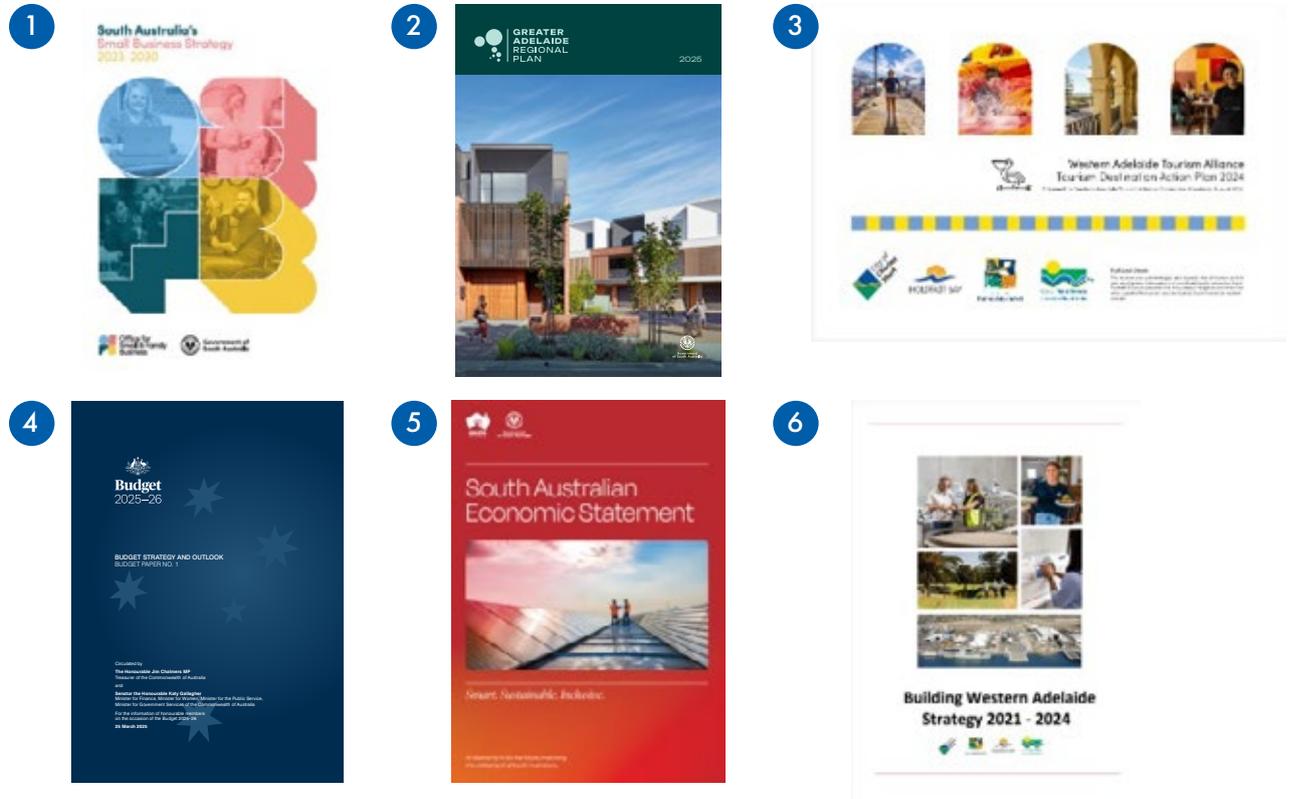
Strategy 3.2 Thriving Visitor Economy

A city that provides a balance between the needs of the local community and visitor expectations through sustainable tourism and protection of amenity and the natural environment.

Action	Program	Measure	Role of Council	25/26	26/27	27/28	28/29
3.2.1 Maintain Holdfast Bay as Adelaide's premier coastal destination	Promote the City and drive demand and business activity	Quality of Life Survey, Business Confidence Survey, Spendmapp data Event, visitor surveys	Coordinating Leading	☺	☺	☺	☺
3.2.2 Develop a Holdfast Bay Tourism Plan 2026-30	Promote the City and drive demand and business activity	Tourism Plan adopted	Collaborating Coordinating	○	☺		
3.2.3 Promote and build Holdfast Bay tourism via Adelaide Beaches	Promote the City and drive demand and business activity	Spendmapp data Number of visits to the Adelaide Beaches website increasing	Advocating	☺	☺	☺	☺
3.2.4 Develop a Holdfast Bay Events Plan 2026-30	Promote the City and drive demand and business activity	Events Plan adopted	Coordinating Providing services	○	☺		
3.2.5 Develop a Jetty Road Glenelg Destination Precinct Plan 2026-30	Promote the City and drive demand and business activity	Glenelg precinct plan adopted by Council and Jetty Road Mainstreet Committee	Coordinating Providing services	○	☺		
3.2.6 Advocate for a western Adelaide city/airport/Holdfast Bay tourism transport network	Promote the City and drive demand and business activity	Supporting the establishment of a tourism route	Advocating Collaborating Coordinating	○	☺	☺	☺
3.2.7 Support the 24-hour economy (night-time economy) through policy development	Supporting business growth and development	Spendmapp data- Night-time expenditure increases. Business Confidence Survey. Quality of Life survey.	Advocating Collaborating Coordinating	○	☺		

○ Commence
☺ Continue

References



1. SA Small and Family Business Strategy

<https://business.sa.gov.au/about/strategy>

2. Greater Adelaide Regional Plan

https://plan.sa.gov.au/resources/planning/regional_plans/greater-adelaide-regional-plan

3. Western Adelaide Strategic Plan

<https://industry.sa.gov.au/department/areas-of-focus>

https://www.charlessturt.sa.gov.au/__data/assets/pdf_file/0016/1422160/Western-Adelaide-Tourism-Alliance-TDAP-2024.pdf

4. Australian Government Budget Papers

<https://budget.gov.au/content/bp1/index.htm>

5. South Australian Economic Statement

<https://www.premier.sa.gov.au/south-australian-economic-statement>

6. Building Western Adelaide Strategy

<https://www.charlessturt.sa.gov.au/business/invest-in-the-west/building-western-adelaide>



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Item No: 15.6

Subject: **MOVEMENT AND TRANSPORT PLAN 2026-30**

Summary

The Movement and Transport Plan (MTP) is Council's first strategic plan for managing traffic and transport, designed to deliver safe, efficient, and sustainable movement across the City of Holdfast Bay.

Developed through community consultation, the plan prioritises actions with projects for 2025-26 including the Walking and Cycling Plan, school crossing investigations, and a Parking Policy.

Adoption of the Plan will provide a clear direction for future transport decisions and investment.

Recommendation

That Council:

- 1. notes the results of community consultation on the Movement and Transport Plan;**
 - 2. adopts the Movement and Transport Plan 2026-30, which appears as Attachment 1 to this report, subject to final design and minor alterations;**
 - 3. approves the 2025-26 operational expenditure allocations to commence implementation of priority actions of the Walking and Cycling Plan, school crossing investigations, and Parking Policy; and**
 - 4. notes the five-year implementation program for consideration in future Annual Business Plans through the new initiative process.**
-

Background

The Movement and Transport Plan (MTP) is Council's first strategic document for traffic and transport. It provides a holistic approach under the vision:

"Transport in the City of Holdfast Bay provides safe, efficient access for all, while supporting wellbeing, economic success and protecting the environment."

The MTP sets a foundation and strategic approach to movement and transport through:

- Movement and transport principles
- Strategic alignment and road hierarchy
- Operational guidance for treatments and priorities

- Focus areas and actions.

The MTP is guided by five principles aligned with the objectives and aspirations of *Our Holdfast 2050+* providing a framework for all transport-related decision making:

- Safe and Accessible – prioritising safety and universal access
- Active and Sustainable – encouraging walking, cycling, and low-emission transport
- Integrated Network – balancing movement and place through a road hierarchy
- Supporting Productivity and Business – ensuring efficient freight and business access
- Innovation and Technology – leveraging technology for efficiency and sustainability.

The focus areas are design to guide the transport-related programs and activities:

- Transport Planning – integrated planning and road hierarchy
- Walking and Cycling – active transport network improvements
- Parking – equitable and consistent management
- Alternative Transport Options – shared mobility and public transport advocacy.

To realise the outcomes for each of the focus areas, short to medium-term actions have been defined within the MTP. Each action has been strategically aligned to both the road hierarchy and movement and transport principles, to enable Council to move towards our transport vision.

Refer Attachment 1

Report

Community Consultation

Community engagement on the draft MTP occurred between 4 - 25 April 2024, welcoming feedback on the actions and priorities set out in the draft Plan. The community were invited to complete a short survey and to participate in prioritising the 12 actions.

The engagement was widely promoted through:

- Posters with the QR code at the libraries and Civic Centre
- Emails to participants of the 40km/hour engagement
- Facebook posts
- Holdfast News e-newsletter
- News article on the council website
- Feature article on the home page of YourHoldfast.

There were 87 unique participants who provided 112 contributions to online feedback, 41 emails received, and 1,189 page views.

As part of the engagement, participants were invited to prioritise the 12 actions in the draft MTP by allocating 60 points between the 12 actions. The prioritisation feedback showed:

- Brighton Road and Local Area Traffic Management (LATM) were considered a higher priority than originally expected in the draft Plan.

- Communication Education, Road Network Safety, Alternative Transport, and Parking Policy were considered a lower priority in community feedback than in the draft Plan.

Across all sources 129 comments were received, with the five most common themes (percentage of feedback which referenced these themes in brackets):

- 40km/hour speed limits (60%)
- Walking and Cycling (28%)
- Brighton Road (16%)
- Environment (13%)
- Parking (11%)

Two external campaigns were run through community groups during this consultation regarding:

- A 'Brighton Road Village' from Hove Railway Crossing to Edward Street concept, and
- An objection to the consideration of 40km/hour speed limits, including a petition stating: *"We the undersigned clearly reject the introduction of a blanket 40km/h speed limit across the Holdfast Bay area as proposed in Section 4.1 of the Draft Movement and Transport Plan 2024/28 noted as 'work with State Government to implement a 40km/h area speed limit'"* was noted by council on 14 May 2024 via motion C140524/7753.

Both these campaigns resulted in a notable amount of feedback being received.

Refer Attachments 2, 3, and 4

Speed Limits

The default speed limit in Adelaide is 50 km/hour. However, it is becoming a widely accepted approach to implement 40 km/hour areas, particularly in residential suburbs and high-activity precincts to improve safety for vulnerable road users, reduce crash severity, and promote calmer traffic environments.

A reduced speed limit is proven to reduce the likelihood of crashes and their severity by providing more reaction time for drivers and pedestrians alike, increasing safety for all street users and aligning to broader state strategies for public health and liveability.

This was the most polarising issue through the community engagement process. Despite no specific proposal for 'blanket' implementation in the draft plan, a community-led petition opposed the consideration of 40 km/hour zones. A notable amount of feedback was observed in response to this campaign. This feedback can be seen in Attachment 3.

Feedback received on this issue is mixed with strong support both for and against the implementation of 40 km/hour speed limits. This was seen in the last community consultation on 40 km/hour speed limits in 2021-22 with marginal support, 51% in favour and 49% opposed, between the two options.

Utilisation of 40 km/hour areas is a common and widely accepted treatment across greater Adelaide and Australia. Through a Council Workshop on 29 April 2025 where community consultation feedback was provided, there was a preference for 40 km/hour speed limit areas

to be utilised in some form to improve safety for vulnerable road users, reduce crash severity, and promote calmer traffic environments.

Consideration was given during a subsequent Council Workshop on 22 July 2025 to determine how they could be applied to the network. For example, it could be applied through:

- A staged roll-out approach, undertaking individual consultation on each suburb/catchment; or
- a city-wide approach.

Considering the impacts and costs during the 22 July 2025 workshop, a city-wide approach was considered the most equitable solution by the majority of the elected body. It would ensure consistency by reducing the number of varying speed limit zones across the city, deliver a uniform level of service to all suburbs, and minimise traffic displacement within the overall network.

For Council to implement a 40 km/hour speed limit for an approved area, Council would be required to define parameters, implementation method, and costs. Further community consultation would be required prior to approval from Council. The State Government is the final approval body for any proposed speed limit change.

The City has received substantial and varied community feedback regarding 40 km/h speed limits over several years, including:

- 2021-22 multi-option 40 km/h consultation
- Feedback to the draft Movement and Transport Plan
- A petition received in May 2024 opposing a city-wide 40 km/h approach
- Ongoing community requests through the Request Management System seeking speed-limit reductions in various locations

Given that previous feedback has been mixed and reflects a range of community views, it is important that Council undertakes broader consultation on the proposed city-wide 40 km/h speed limit. This will ensure the whole community has an opportunity to provide input before Council determines its preferred approach. Comprehensive community consultation is an essential step prior to implementing any change to speed limits.

The MTP action is therefore to develop documentation for community consultation for a city-wide 40 km/hour speed limit. The above outlined consultation and approval process would be required before implementation of a speed limit change.

A cost estimate of \$314,000 would also be required through the Annual Business Plan for the purchase and installation of signage required to implement a citywide 40 km/hour speed limit.

Brighton Road

A community campaign proposed a “Brighton Road Village” from Hove Railway Crossing to Edward Street. A notable amount of feedback was observed in response to this campaign. Due to the timing and impact of major State Government projects, it is not recommended to pursue a masterplan or major project until impacts from the Majors Road Southern

Expressway entry/ exit and the North-South Corridor (South Road) are realised following their completion.

Local Area Traffic Management

Local Area Traffic Management (LATM) is a planning and design process focused on improving safety within specific neighbourhoods or precincts. Through the community consultation process the priority for LATMs increased to 'High' in the final plan. A flexible, annual program is proposed, with areas for studies to be considered each year via new initiatives in the Annual Business Plan. Implementation of recommendations from the studies will be delivered in subsequent years via the new initiative annual business planning process.

Safe Schools Program

The Safe Schools Program is a high priority action in the plan. This program includes two initiatives:

1. Annual administration-led school safety reviews (two schools per year).
2. School crossing review (approximately twenty crossings across ten schools and Alwyndor). Excludes kindergartens and other aged care facilities due to lower utilisation numbers.

The school crossing review is in response to Motion C140323/7369. The review will be outsourced for an estimated \$50,000 using existing operational budgets. The outcome will be a list of prioritised crossing upgrade opportunities.

Delivery of outcomes of each of these programs, such as additional infrastructure, will be subject to future annual business planning processes.

Walking and Cycling

A priority action in the MTP is to develop a Walking and Cycling Plan aimed at creating a safe, accessible, and integrated active transport network that supports sustainable mobility and enhances community wellbeing. The Plan will:

- support safe and accessible active transport and access for all ages and abilities.
- define a network of priority cycle routes to connect key destinations and support commuting and recreational cycling; and
- identify and prioritise works that facilitate walking and cycling, ensuring investment is directed to areas of greatest need and impact.

Recent changes to South Australian legislation now permit privately owned e-scooters and other personal mobility devices to operate on public roads and paths under specific conditions. These regulations came into effect on 13 July 2025.

As electric personal mobility devices (PMDs) are now legal on South Australian roads, there is an expectation to provide guidance on appropriate routes for these PMDs, aligning with the road hierarchy and the Walking and Cycling Plan. Consideration will be given to PMDs through the Walking and Cycling Plan, however, physical infrastructure changes will not be

implemented until the State Government completes its 12-month review of the new legislation.

Action Implementation Program

There are three priority actions to begin implementation in 2025-26 following the endorsement of the plan funded through existing MTP operational and capital budgets:

- Walking and Cycling Plan - \$80,000
- School crossing investigation - \$50,000
- Parking Policy (and supporting procedure) – in-house delivery, no additional budget required

All other actions within the Plan will be subject to future annual business planning processes.

A proposed implementation plan is below with only year one being considered for approval.

All future years are subject to the annual business planning process.

Project	2025-26 Approved	2026-27 TBC	2027-28 TBC	2028-29 TBC	2029-30 TBC
Brighton Road	Ongoing	Ongoing	Ongoing	Ongoing	Ongoing
Public Transport	Ongoing	Ongoing	Ongoing	Ongoing	Ongoing
Walking and Cycling Plan (WCP)	\$80,000				
WCP implementation			TBC	TBC	TBC
Parking Policy	In-house				
Safe Schools	\$50,000	\$30,000	TBC	TBC	TBC
40 km/h			\$314,000		
LATM Studies			\$80,000	\$80,000	\$80,000
LATM implementation				TBC	TBA
Road Network Safety Plan					\$80,000
TOTAL	\$130,000	\$TBC	\$TBC	\$TBC	\$TBC

Implementation (i.e. infrastructure delivery) of the Walking and Cycling Plan, Schools Program and LATMs will be subject to the outcome of the studies with individual projects to be proposed through the annual business planning process.

Budget

Existing 2025-26 operational budget for:

- Walking and Cycling Plan - \$80,000
- School crossing investigation - \$50,000

Future implementation to be considered through the annual business planning process.

Life Cycle Costs

Not applicable

Strategic Plan

Our Holdfast 2050+

Wellbeing: Our residents and visitors feel safe, healthy and connected no matter their age or abilities

Sustainability: Safe and accessible public spaces are valued

Sustainability: Increase walking and cycling across the city through better infrastructure (paths, lock-up areas etc) and incentives.

Sustainability: Increase shady pathways and nature by reclaiming parts of road reserves through better design.

Sustainability: Reduce traffic by improving safe access to public and community transport.

Sustainability: Support walkability to parks and beaches by providing good open spaces.

Sustainability: 30 per cent of the City's roads are set aside for active transport and green space.

Sustainability: 80 per cent of local trips are undertaken using active transport.

Innovation: New forms of cooperation evolve in transport, housing, energy supply, waste management and other fields to enable resource sharing and sustainable development.

Council Policy

Not applicable

Statutory Provisions

Not applicable

Written By: Manager Engineering

General Manager: Assets and Delivery, Ms C Hughes

Attachment 1

Movement and Transport Plan 2026–30



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1 Introduction

1.1 Executive Summary

The *Movement and Transport Plan* (the plan) lays the groundwork for meeting our city's future needs in relation to the safe, efficient and sustainable movement of people and goods between destinations.

As well as defining short to medium-term actions on movement and transport, this plan provides direction for long-term planning and decision-making to provide safe, efficient access for all, while supporting wellbeing, economic success and protecting the environment.

The plan is guided by five movement and transport principles: to be safe and accessible; to encourage active and sustainable travel; to develop an integrated network; to support productivity and business; and to leverage innovation and technology.

A movement and place approach has been used to develop the road hierarchy. As transport is not limited to optimising vehicular movements, the plan takes a holistic view of our city's transport system that considers the movement of people, goods and services.

Across the four focus areas of transport planning, walking and cycling, parking and alternate transport options, this plan will inform decision-making on how we can develop and manage the city's services and infrastructure to improve mobility and accessibility.

1.2 Transport Vision

City of Holdfast Bay's Strategic Vision 2050+

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

Transportation plays a vital role in achieving our city's strategic vision.

Our Movement and Transport Vision for 2050+

Transport in the City of Holdfast Bay provides safe, efficient access for all, while supporting wellbeing, economic success and protecting the environment.

This plan will work towards this vision by applying the movement and transport principles through actions under the four focus areas.

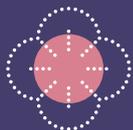


1.3 Strategic Context

The *Movement and Transport Plan* is subject to national and state imperatives while aligned to the City of Holdfast Bay's strategic planning framework.

Movement and transport intersect with *Our Holdfast 2050+*, the city's strategic plan, across its focus areas of Wellbeing, Sustainability and Innovation, where a well-functioning, sustainable and integrated movement and transport system supports the wellbeing of our community and enables the economy to thrive.

This alignment provides strategic direction for the movement and transport vision, principles, focus areas and actions.



Wellbeing

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

People's health and wellbeing is at the heart of our city's future transport system where our residents and visitors feel safe, healthy and connected – no matter their age or abilities. Through planning that prioritises people, we create vibrant neighbourhoods and liveable places. This can be seen through a road hierarchy that values movement and place equally, to prioritise safe access for people to their destinations. Walkable streets, access to public transport and shaded routes all contribute to physical, mental, and social wellbeing.



Sustainability

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

Sustainability means that we carefully manage our resources for the benefit of future generations. Given the transport sector's significant contribution to greenhouse gas emissions and the impact climate change is expected to have on our city, encouraging sustainable forms of transport is essential. Additionally, resilient climate design, including green elements, supports active neighbourhoods.



Innovation

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

Innovation and technology is vital to a thriving economy and technology is used in how people and goods are transported, as well as how we manage the movement and transport network.

1 Introduction

Table 1 defines the relationship between the *Movement and Transport Plan* and key strategic documentation.

State and Federal Documents

Document	Description	Relationship
<i>National Road Safety Strategy 2021–30</i>	National commitment to the Safe System approach and to strengthen all elements of our road transport system through improvements under three key themes: safe roads, safe vehicles and safe road use. Speed management is embedded within all three themes.	2050 Vision Zero target, with a 2030 target to reduce fatalities by 50% and serious injuries by 30%. Local governments are responsible for funding, planning, designing and operating the road networks and footpaths in their local areas to provide safe roads.
<i>South Australia’s Road Safety Strategy</i>	Developed to improve road safety for everyone living in and visiting our state. It will focus the South Australian Government’s efforts on the things that will have the greatest impact on reducing lives lost and serious injuries on our roads.	Alignment of vision, strategic focus areas and targets: at least a 50% reduction in lives lost and at least a 30% reduction in serious injuries on South Australian roads by 2030.
<i>The 30-Year Plan for Greater Adelaide</i>	Outlines how Adelaide should grow to become more liveable, competitive and sustainable. It will guide the long-term growth of Adelaide and its surrounds until 2040.	Transport targets, policies and actions. Deliver a more connected and accessible Greater Adelaide.
<i>South Australia’s Transport Strategy 2025</i>	Outlines a 30-year vision for South Australia’s transport system, which sets future transport planning to enables prosperity, sustainability, and connectivity.	Council is informed by the state-level strategy and planning for integrated, sustainable transport. Aligning state strategic outcomes into planning and local actions.
<i>Australian Road Rules (ARR)</i>	A set of model laws designed to create a consistent framework for road safety and traffic regulation across Australia. They provide uniform rules for all road users and specify behaviour that supports safe and efficient use of roads.	Councils follow the Australian Road Rules by making sure local roads, signs, and parking comply with state laws based on these rules. Council does not set the rules but help apply them through safe road design and community education.
<i>Austrroads Guide to Traffic Management</i>	Provides nationally consistent guidance on planning, operating, and managing road networks to improve safety, efficiency, and accessibility for all users.	Council uses the Austrroads Guide to Traffic Management as best-practice guidance to plan, design, and manage local road networks in line with national standards.



City of Holdfast Bay Documents

Document	Description	Relationship
<i>Our Holdfast 2050+</i>	Council's shared vision for 2050+ and key strategies to support achieving the vision.	Provides high level community outcomes. Informs our movement and transport principles.
<i>Asset Management Plans</i>	Long-term plans outlining how the organisation will manage its infrastructure and other assets to an agreed standard of service.	The service levels for condition, function and utilisation for our road assets ensure we provide safe and fit for purpose roads. The road hierarchy will inform service levels.
<i>Environmental Strategy 2020–2025</i>	Sets the direction for Council's activities and resource allocation as we strive to protect and enhance the region's environment for future generations.	Provides direction in terms of Council's strategy for the environment.
<i>Carbon Neutral Plan 2030</i>	The Carbon Neutral Plan outlines the path to eliminate, reduce and offset emissions generated by the City of Holdfast Bay by 2030.	Provides direction to ensure actions consider climate change mitigation, such as the fleet transition plan.
<i>Disability Action and Inclusion Plan</i>	Council's strategic commitment to accessibility and inclusion, so that people with disability can have the same opportunities to participate in community life and enjoy a high quality of living.	Provides principles and an action plan to ensure everyone can access our places and move through our city. Alignment of actions.
<i>Open Space Strategy</i>	Articulates a long-term vision for the provision of high-quality, distinctive and vibrant open spaces and public realms across the city that support active and connected communities and visitors.	Guides the place hierarchy for our open space destinations. The strategy emphasises coastal areas and streets as important aspects of open space.
<i>Economic Activation Plan</i>	A plan to deliver actions through five key economic strategic focus areas: business capacity building, investment attraction and growth, innovation and digital evolution, regional collaboration and Adelaide's premier seaside destination.	Guides the place hierarchy for our key economic destinations.

Table 1: Strategic Documentation

1 Introduction

1.4 Movement and Transport Principles

These principles align with the objectives and aspirations of *Our Holdfast 2050+* and provide a framework for future transport-related decision-making.

Safe and Accessible

A people first approach where safety is paramount when considering all transport modes and systems.

Accessibility is a fundamental human right. Our commitment to apply accessible design principles to all council projects, programs and services is outlined in our *Disability Action and Inclusion Plan* and specific objectives within *Our Holdfast 2050+*.

Active and Sustainable

Encouraging active travel by promoting safer walking and cycling, micro-mobility, and improving access to public transport supports general health and wellbeing, as well as aging well. Given the city's demographics, healthy and active aging is a key need in our community.

If an increasing number of journeys involve walking or cycling as the primary means of travel, a local road network will need to support and prioritise access for people who walk and cycle.

Encouraging clean and green transport is also essential, given the transport sector's significant contribution to greenhouse gas emissions and the impact that climate change is expected to have on our city.

The use of street trees and other green interventions in our movement corridors can provide biodiversity, improved amenity, and resilience to climate change through increase shade and lower temperatures.

Integrated Network

In planning for our city's future transport network, we must consider future land use and development.

A hierarchy for the transport of people and goods provides guidance to allocate the use our limited (and contested) street space and budgets against competing demands. New development must be concentrated in areas well served by public transport and connected within the city by good walking and cycling infrastructure.

An integrated movement and transport network goes beyond the movement of motor vehicles, supporting strategic objectives of community wellbeing, economic success and environmental protection.

Supporting Productivity and Business

A well-planned network for businesses and freight ensures efficient access for local businesses, including their employees, suppliers and customers, and will promote future prosperity.

Providing for effective movement of freight vehicles and business traffic through the city will also improve conditions for local businesses and the broader community.

Innovation and Technology

By using technology wisely, we can transport people and goods more efficiently and with less environmental impact.



1.5 Movement and Transport Focus Areas

This plan has four focus areas designed to guide transport-related programs and activities in the City of Holdfast Bay. Each is informed by the movement and transport principles.

Transport Planning

This focus area includes transport and land use planning to identify solutions for all types of movement and improve the vibrancy of our neighbourhoods to create connected liveable places. Transport planning integrates with Council's strategic objectives supporting wellbeing, economic success and protecting the environment.

An understanding of the transport network facilitates an approach to transport improvements, enabling our neighbourhoods to function locally and as part of the greater network.

Encouraging active, sustainable, inclusive modes of transport, will require our neighbourhoods and precincts to be designed to facilitate walking, cycling, shared and green transport wherever possible.

Walking and Cycling

Active transport, such as walking and cycling, is the healthiest and most sustainable mode of transport. As well as significant environmental benefits, active transport contributes positively to health and wellbeing outcomes for our community and enables people to age in place.

This focus area looks to facilitate safe and efficient active transport throughout our city.

Alternative Transport Options

Facilitating access to a variety of connected transport options to meet the current and future needs of our community.

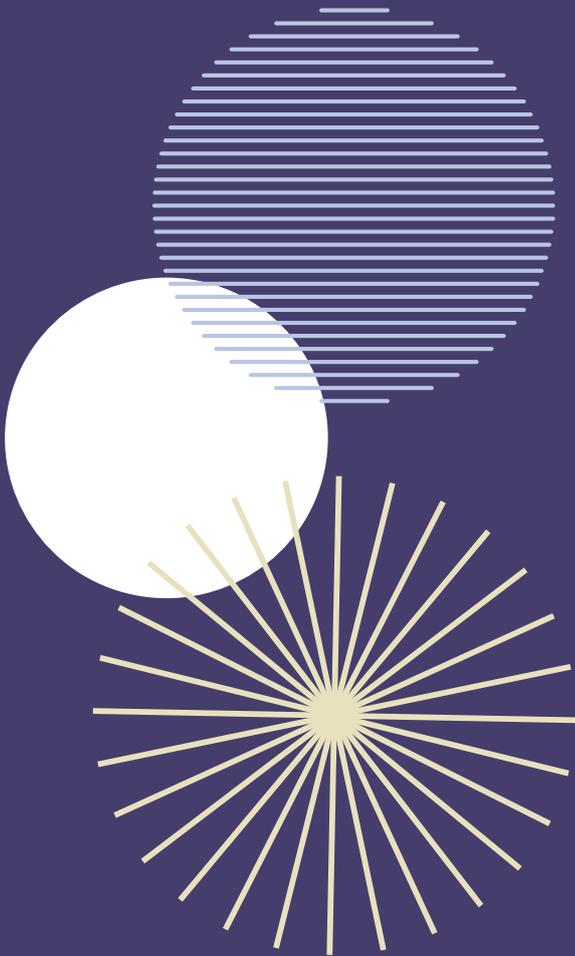
The future of transport is characterised by a shift from ownership to user-ship, with a focus on mobility. Alternative transport options are defined as any type of transport that reduces dependency on single occupancy private vehicles, and include:

- › Public transport (trains, trams, buses, and community transport services)
- › Shared transport (trips undertaken via ride-sharing, car-sharing and other innovative transport options)
- › Micro-mobility transport (shared bikes, Personal Mobility Devices (PMDs) including e-scooters, electric bikes or similar).

Parking

This focus area covers on-street parking and off-street parking to facilitate accessible destinations. In particular high-demand places and balancing the competing demands of commuter, visitor, residential and business parking needs.

2 How We Travel Today



2.1 About the City of Holdfast Bay



First

SA coastal council to recognise a climate emergency in 2019



1,083,000

people visited Holdfast Bay

9km
of coastline

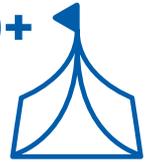


14.6km²
comprises
City of Holdfast

2.5km
wide

600,000+

people attended
Holdfast Bay
hosted events



**Total population
(2024):**

39,308

52.3% females
47.7% males



**Most common
age group:**

60–69 yrs

5,633 people (15%)
Older population

**Median
age:**



10,088

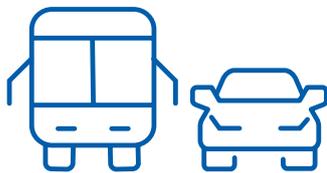
employees that
live outside
the City of
Holdfast Bay

13,646

residents
working outside
of the City of
Holdfast Bay

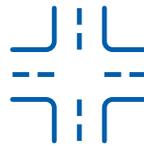
4,252

people living
and employed
within the City
of Holdfast Bay



Vehicle usage:

Private car is the most common travel method for journeys to work (80%). Public transport accounts for 8.5% and active travel (walking and cycling) 5%. Others worked from home.



178km

of roads



29,000

cars owned



4 bridges



20

off-street
public
car parks

313km

of footpaths and
shared paths



3

train
stops

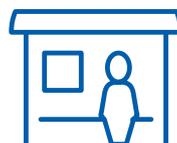
5

tram
stops



111

bus shelters



4 community
buses



15

Metro Adelaide
bus routes with
approximately
200 stops

2 How We Travel Today

2.2 Community Feedback

Across a series of engagement programs over the last four years, community and stakeholder input has shaped our priorities. The following themes have been consistently brought forward by our community:

1. **Traffic and Congestion** – particularly along Brighton Road and at local schools; poor network performance leads to a perception of rat-running along the local road network.
2. **Parking** – parking management, particularly during peak times at destinations including Glenelg, Brighton, foreshore stations, and along the Esplanades.
3. **Access** – east-to-west travel can be challenging.
4. **Active Travel** – connectivity issues and conflict between pedestrians, cyclists and motor vehicles deter use of active travel; enhanced wayfinding and design treatments to improve amenity and safety; improved facilities.
5. **Public Transport** – contrasting levels of connectivity and access to public transport throughout the city.
6. **Brighton Road** – creates a barrier between the city's east and west sides; requested improvements for walking and cycling.
7. **Local Road Network** – traffic calming, road space utilisation and reduction in speed limits.

This feedback has been used to directly inform our principles, focus areas and actions. Community feedback will continue to inform implementation of our actions.

2.3 Movement and Place

The way we design our roads determines people's quality of life, interactions and experiences. It is important to understand how we travel today and how the movement and transport network operates in its current state. To demonstrate this, the network is displayed in a hierarchy using the movement and place approach.

The movement and place approach recognises that roads serve dual functions as both essential corridors for moving people and goods, and important public hubs of social exchange and activities. By recognising and supporting the role of streets as destinations, we can reduce the need to travel, provide options for travel and design safer roads to maximise safe access for people.

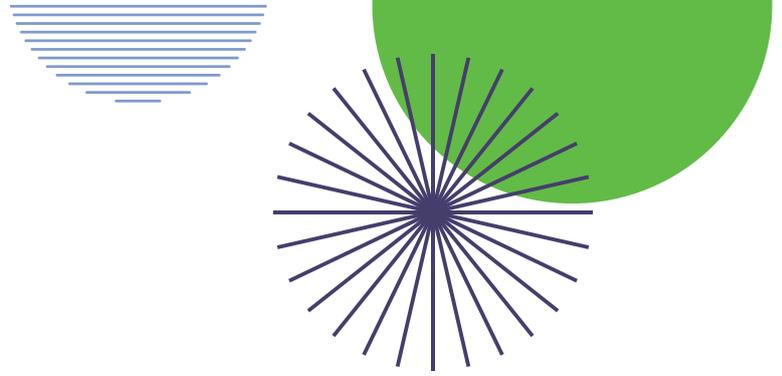
There is a natural tension between these two functions, with movement corridors aiming to minimise travel time and destinations aiming to attract and retain people within a place.

Not all roads can be popular destinations, just as not all streets can prioritise motor vehicle movement.

The hierarchy recognises the multiple functions and the competing demands between movement and place on our roads. The movement and place categories group roads to serve different roles and functions across different places.

There are six road hierarchy categories, each with unique roles and functions. The categorisation provides a framework for a well-planned and efficient transport network; it also serves as a practical guide for council to balance competing demands across the transport network and provide a consistent approach suitable to the road's function within the network.

Movement classifications communicate the role the road plays as a strict transport link and are defined as M1 to M5, as outlined below:



Movement	Category	Description
M1	Arterial Road	Mass movement of people and/or goods on routes with a state or national-level movement function
M2	Distributor Road	Important secondary role in the movement of motor vehicles, people and goods within and through the area
M3	Collector Road	Moderate movement of people and/or goods on routes connecting suburbs or provides primary access to places
M4	Local Road	Connecting properties to the collector/distributor network
M5	Lane/Cul-de-sac	Provide access for immediate properties only

Table 2: Movement Classifications

Place classifications communicate the role a place plays within the city and are defined as P1 to P5, as outlined below:

Place	Category	Description
P1	State	Place of state or national significance with tourism drivers and attracting interstate attendance
P2	Regional	Place of regional significance (e.g. coastal, sporting, commercial) and attracting visitors from outside the council area
P3	Community	Place of neighbourhood significance over multiple suburbs (e.g. recreational, high schools, retail precincts)
P4	Local	Place of local significance within a suburb
P5	Residential	Place of street level or block significance including all remaining residential areas

Table 3: Place Classifications

2 How We Travel Today

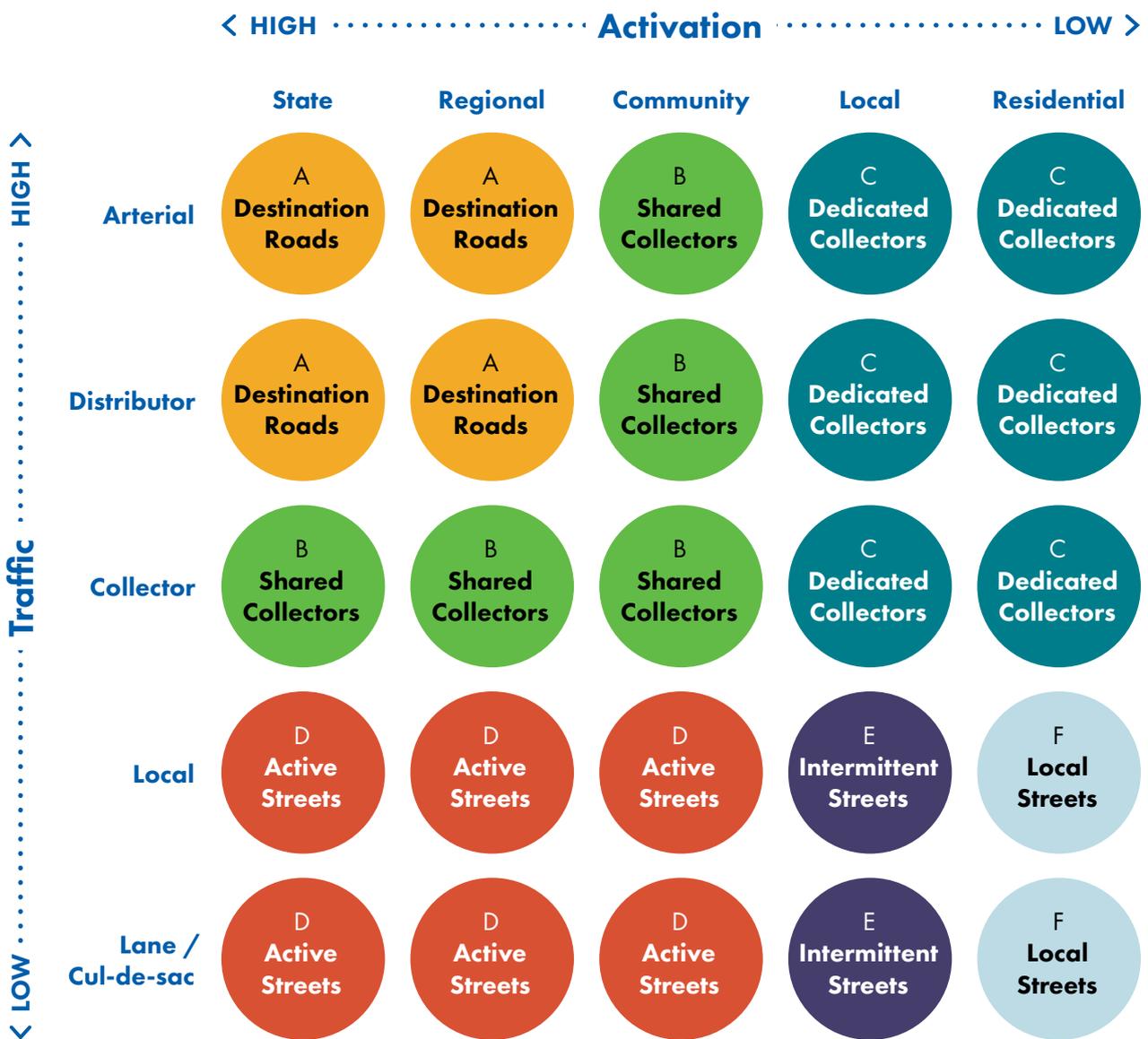


Figure 2: Movement and Transport Classifications

A Destination Roads

Destinations roads are our highest activated places with equally high demand for movement. These places are the vibrant city hubs where we must manage the high traffic volumes while accommodating the high pedestrian numbers.

B Shared Collectors

These areas are either highly activated places with high demand for pedestrian activities and connections to the primary transport networks or balancing the primary transport network with access to services including retail, recreational and education.

C Dedicated Collectors

These are our movement corridors, providing safe, reliable and efficient movement of people and goods between regions and strategic centres.

D Active Streets

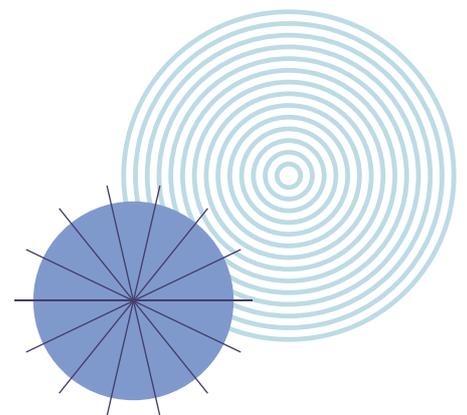
These are streets with high demand for pedestrian activities and lower levels of motor vehicle movement.

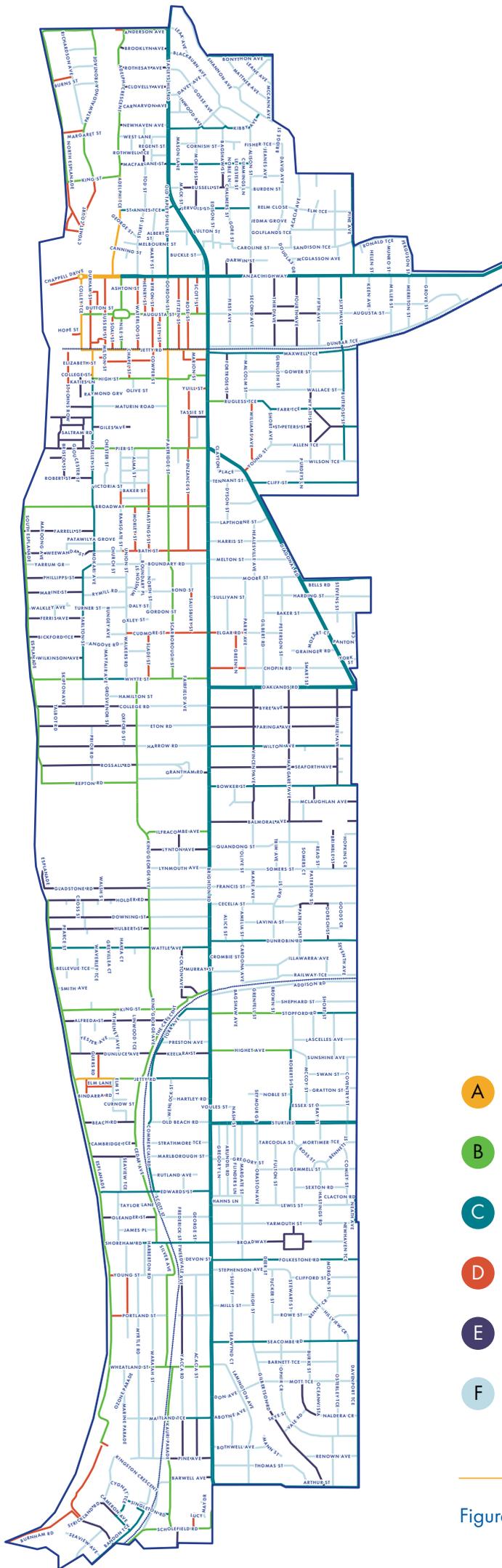
E Intermittent Streets

The function of intermittent streets changes at different times of the day, usually with low level vehicle movements with intermittent activity demands. They typically surround schools or reserves.

F Local Streets

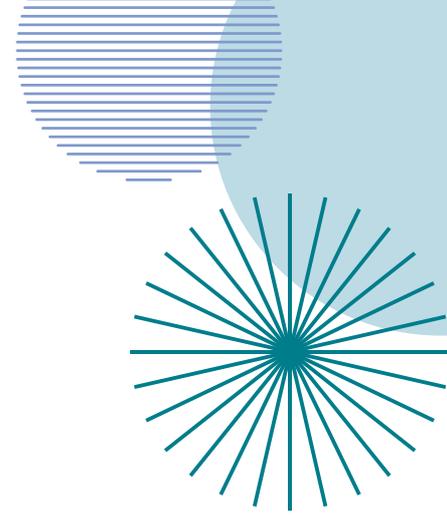
Local streets provide safe and desirable residential access for all ages and abilities. This category also includes access laneways.





- A Destination Roads**
- B Shared Collectors**
- C Dedicated Collectors**
- D Active Streets**
- E Intermittent Streets**
- F Local Streets**

Figure 3: Movement and Place Road Hierarchy





	Destination Roads A	Shared Collectors B	Dedicated Collectors C	Active Streets D	Intermittent Streets E	Local Streets F
Functions						
Single traffic lane (two-directional) maintained (on-street parking managed for one lane)				✓	✓	✓
Minimum two traffic lanes maintained (on street parking managed to maintain two lanes)	✓	✓	✓			
Prioritised bicycle lanes	✓	✓	✓			
Shared bicycle facilities (on-street cycling)	✓	✓		✓	✓	✓
Local Area Traffic Management Treatments (speed management)	✓	✓	✓	✓	✓	✓
Local Area Traffic Management Treatments (traffic displacement)				✓	✓	✓
Pedestrian facilities (protected/priority crossings)	✓	✓	✓	✓	✓	
Encourage public transport	✓	✓	✓			

Figure 4: Road Hierarchy Treatment Matrix

Yellow tick denotes school crossing

Figure 4 outlines how our roads function within the road hierarchy and the priorities for each movement and place category within our limited road space. These functions inform the treatments we apply to our roads including parking facilitation and restriction, local area traffic management

devices, line marking, signage, and behavioural enforcement such as smart signage, inspections and speed cameras. Although the hierarchy provides us with this consistent approach, all treatments are reviewed on their merits considering local/unique factors such as available road space.

2 How We Travel Today

2.4 How We Use the Road Hierarchy

The movement and place approach recognises and supports the multiple roles and functions of our roads. The movement and place categories group roads to serve distinct roles and functions across the network, generating the road hierarchy.

The road hierarchy can be used as a practical tool to inform decision-making, safe design and treatments across all four transport focus areas.

Transport Planning

Transport planning ensures our roads are fit for purpose, that each plays its role within the network and is designed in line with the movement and transport principles.

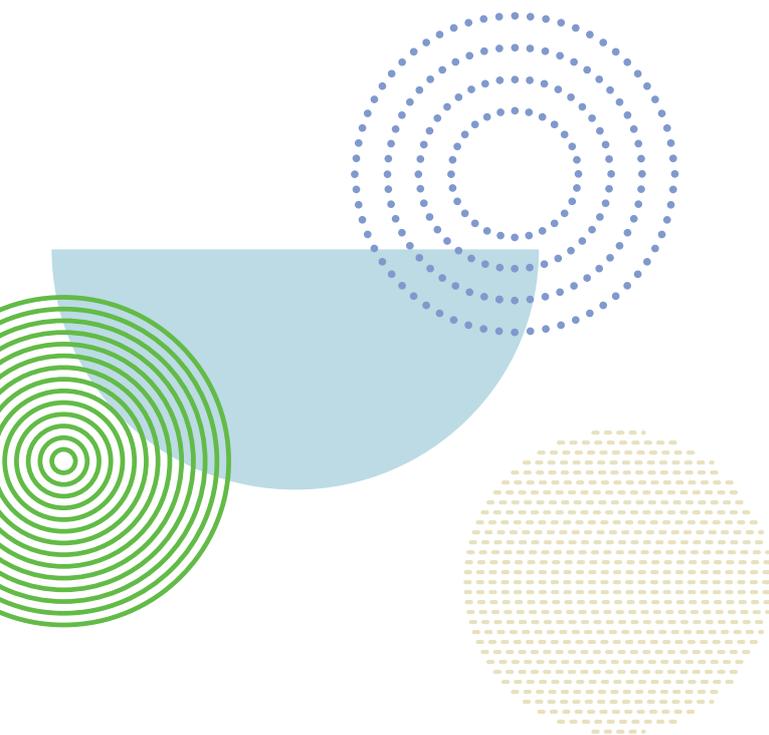
The road hierarchy provides a framework for a well-planned and efficient transport network, moving from a street response to a network response when assessing a road. This ensures our neighbourhoods function at a local and network level.

Area/precinct reviews are driven from the road hierarchy, considering movement and place, to ensure our roads are safe, fit for purpose, provide suitable services for their function and integrate with the surrounding and greater network.

Walking and Cycling

The road hierarchy provides the foundation for a council-wide walking and cycling plan. From it, a cycling network will be developed that defines appropriate, safe and efficient routes for cycling to popular destinations.

Planning and infrastructure options will also be developed within the walking and cycling plan, to facilitate safe movements.





Parking

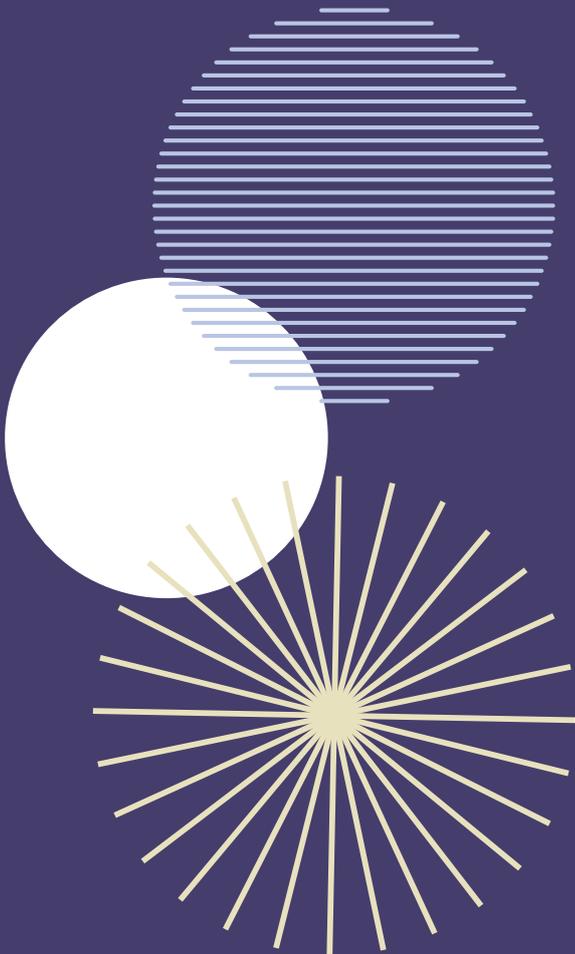
Both the road hierarchy and the dimensions of the road itself, inform the appropriate allocation of on-street parking with respect to movement and place to ensure equitable and consistent decision-making.

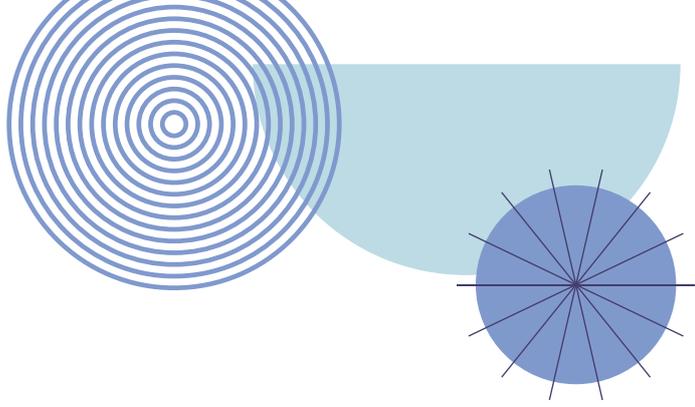
For safe and efficient road movement, compliance with the Australian Road Rules is required for on-street parking. The road hierarchy informs where regulatory treatments such as line marking and signage can be applied to manage on-street parking to ensure safe and efficient movement and that access to private property is maintained for the road corridor.

Alternate Transport Options

This focus area covers public, shared and micro-mobility transport. The road hierarchy provides guidance on the appropriate routes to use for each form of transportation to balance multiple forms of transport and demands within our limited space. This informs our levels of service to facilitate alternate forms of transport.

3 The Future of Travel

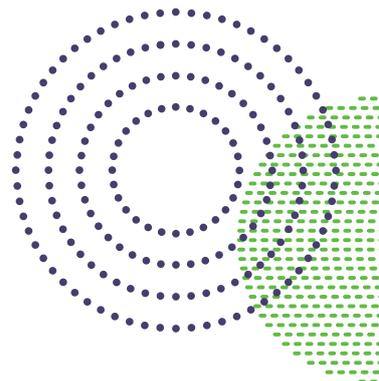




3.1 Future Demand

This section of the plan discusses external factors impacting our city and its transport network into the future. These range from the global impacts of climate change to forecasting our city’s demographics. It is crucial to understand these demands when planning today’s transport network so we can provide sustainable movement and transport options into the future.

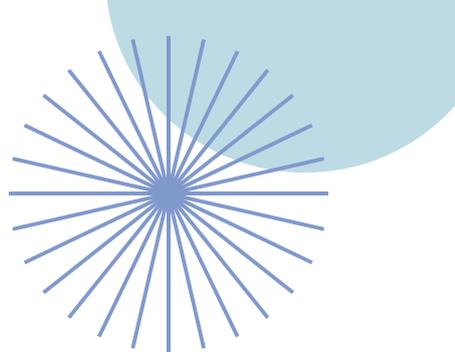
The following table outlines how these demands impact transportation and how we have incorporated these factors into the plan via movement and transport principles (Sections 1.4) and actions (Section 4).



3 The Future of Travel

Demand	Current State	Future State
Climate change	<p>Global temperatures have increased on average by 1.1 °C since the 1800s (United Nations, 2022).</p> <p>In 2019, Council recognised the world is in a state of climate emergency and there is an urgent need to act to avoid the most catastrophic impacts of climate change.</p>	<p>The consequences of these changes to the climate include increased risk, severity and prevalence of bushfire, extreme heat events, sea level rise, flooding and drought, and an increasing loss of biodiversity.</p>
Population growth	<p>Current population is 37,543 (2021).</p> <p>Increase in subdivisions:</p> <ul style="list-style-type: none"> > one property into two > multi-unit dwellings > multi-storey accommodation 	<p>Plan to accommodate 43,000 people by 2036.</p>
Visitor growth	<p>1.1 million visitors.</p> <p>600,000+ people attended local events.</p>	<p>Target return to visitation and expenditure to pre-COVID-19 levels of 1.4 million visitors and \$265 million in tourism expenditure annually (2023).</p>
Economic development	<p>Number of businesses: 3,573 (ABS 2023).</p> <p>9% increase from 2017 (3,271).</p>	<p>Projecting continued growth in businesses within the city.</p>
Equity of access and inclusion	<p>45% of the city’s population requires support to participate in community life including, 6% with disabilities and 26% over 65 with restrictive long-term health conditions.</p>	<p>The development of the <i>Disability Access and Inclusion Plan</i> represents our commitment to help ensure social inclusion and access for all our residents and visitors into the future.</p>

Table 4: Future Demand



Impact to City of Holdfast Bay	Impact to Transport	Principle/Action	
<p>The impacts of a changing climate are already affecting our city. It is essential Council acts in the best interests of the community to prepare for, adapt to and mitigate the effects of climate change, and work to reduce our impact on climate change.</p>	<p>Road transport represents 30% of the city's community emissions. The community is moving towards electric vehicles, active transport and alternate transport options. Localised heat island effects discourage active transport.</p>	<p>Principles:</p> <ul style="list-style-type: none"> › <i>Active and sustainable</i> 	<p>Action:</p> <ul style="list-style-type: none"> › <i>Walking and Cycling Plan</i>
<p>Increased demand and utilisation of our transport network, resulting in increased congestion and increased demand on resources, including public spaces.</p>	<p>Increased number of vehicles increases demand for parking and traffic control. Increased demand for active transport, public transport and alternate transport.</p>	<p>Principles:</p> <ul style="list-style-type: none"> › <i>Safe and Accessible</i> › <i>Integrated Network</i> 	<p>Actions:</p> <ul style="list-style-type: none"> › <i>Parking Policy</i> › <i>Walking and Cycling Plan</i> › <i>Safe Schools Program</i> › <i>40km/h speed limits</i> › <i>Brighton Road corridor</i>
<p>Increased demand and utilisation of our tourism precincts. Higher peaks during summer and events.</p>	<p>Increased demand for parking in tourism areas. Increased demand for safer and accessible pedestrian movements.</p>	<p>Principles:</p> <ul style="list-style-type: none"> › <i>Safe and Accessible</i> › <i>Integrated Network</i> › <i>Productivity and Business</i> 	<p>Actions:</p> <ul style="list-style-type: none"> › <i>Parking Policy</i>
<p>Increased demand and utilisation of our economic precincts. Increase in quantity and size of events. Increase in short-term accommodation across the city. More businesses opening in traditionally residential areas.</p>	<p>Increased demand for parking in commercial areas unless there is a change in transport model or economic area design. Increased demand for loading and goods delivery at commercial premises.</p>	<p>Principles:</p> <ul style="list-style-type: none"> › <i>Productivity and Business</i> 	<p>Actions:</p> <ul style="list-style-type: none"> › <i>Parking Policy</i>
<p>Increased demand to support inclusive access to existing and new services.</p>	<p>Requirements to meet standards. Facilities and services need to be universally accessible by design.</p>	<p>Principles:</p> <ul style="list-style-type: none"> › <i>Safe and Accessible</i> 	<p>Actions:</p> <ul style="list-style-type: none"> › <i>Walking and Cycling Plan</i> › <i>Road network safety plan</i> › <i>Public transport service improvements</i>

3 The Future of Travel

3.2 Transport Trends

Tracking how transport systems evolve is essential to ensure the network can respond to changing demands and use. These trends are to be considered for long-term integrated transport planning.

Walkability (less than 1 km)

Large parts of our city are suitable for walking with predominantly flat terrain, a good network of bus, tram and train stops, and shopping centres and outdoor activity areas at various locations. Incidental exercise is a core ingredient to aging well, which enables people to age in place.

There are a few smaller areas that are less well connected and may be beyond 400–800m walking distance from transit, public open space or 1 km from a primary school.

Cycling (less than 3km)

Cycling has become more prevalent in recent years as different types of bicycles have become available to suit a broader range of abilities and purposes.

Cyclist safety is one of the primary issues that must be addressed to improve cyclability within our city. Improved cyclability also includes integrating bikes with public transport and ensuring there is adequate bicycle parking and other facilities at destination points.

Electric Vehicles (EVs)

Supporting the adoption of EVs by facilitating the installation of EV charging stations as part of the city's *Environment Strategy 2020–2025*, is one way we encourage a transition to zero emissions.

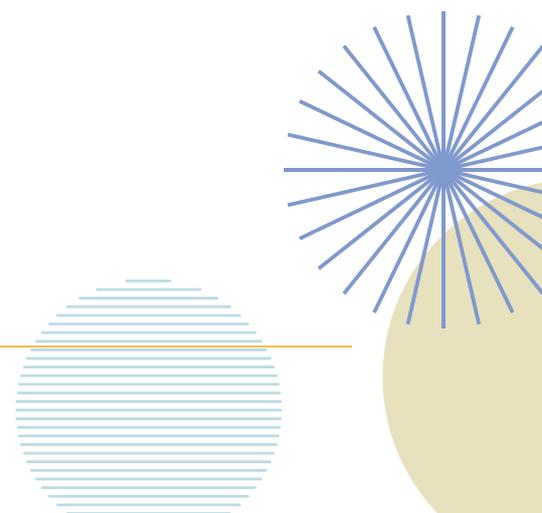
Shared Transport

Shared transport refers to vehicles where many people use the asset, none of whom necessarily own the asset. Examples include public and community transport, ride-share services (Uber), taxis, pedicabs, car-share options such as FlexiCar or micro-mobility (shared bicycles, e-scooters).

Mobility hubs are being created in Europe and North America to co-locate and connect different travel options, providing an alternative to private car ownership.

Personal Mobility Devices (PMDs)

PMD's or Micro-Mobility Vehicles are lightweight, non-motorised vehicles such as bicycles, scooters and skateboards, as well as light EVs like gophers, golf carts, e-bikes, and e-scooters. PMD's can make short trips quick and easy; some can also improve access for people with mobility impairments.





Mobility as a Service

Mobility as a Service (MaaS) refers to the integration of various forms of transport services into a single mobility service accessible on demand. MaaS offers a variety of mobility options through online service platforms (an app) integrating services, information, payment and ticketing.

Autonomous Vehicles

Autonomous vehicles are an example of an emerging technology that has the potential to transform transport, with many successful global trials underway. If implementation is well designed, autonomous EVs could ease congestion, improve travel efficiency and safety, and improve access for people who cannot drive themselves.

4 Actions

To realise the outcomes for each focus area, short to medium-term actions have been defined.

Each action has been strategically aligned to both the road hierarchy and movement and transport principles, to ensure we move towards our transport vision.



4.1 Transport Planning

Integrated transport planning of our land use will improve the vibrancy of our neighbourhoods through movement options including walking, cycling, public transport and shared services.

Transport planning is essential to ensure roads are fit for purpose at both a local and network level. Improvements may include:

- › Increasing active travel by prioritising pedestrians and cycling
- › Targeted road safety improvements including Local Area Traffic Management
- › Lowering speed limits
- › Wayfinding and curating points of interest to encourage active transport

- › Channelling vehicles to safe and efficient corridors via the road hierarchy
- › Reclaiming streets for people to occupy
- › Improving street amenities such as paths, seating, lighting, vegetation, shade and water
- › Encouraging mixed-use development to localise goods and services
- › Pedestrianising precincts.

Improvements will be guided by the road hierarchy, movement and transport principles, and relevant masterplanning.

While council has limited scope to control urban development, we continue to influence through advocacy, partnerships, and modelling sustainable development approaches on our own properties.

4 Actions



Local Area Traffic Management (LATM)

Local Area Traffic Management (LATM) is a planning and design process focused on improving safety within specific neighbourhoods or precincts. These are used to:

- › Make our streets safer
- › Reduce vehicle speeds
- › Manage traffic flow
- › Facilitate walking and cycling needs
- › Reduce parking congestion.

LATMs consider the broader traffic network, providing solutions tailored for the local context, rather than addressing a single street in isolation, which may transfer traffic impacts to adjacent streets.

Community consultation is embedded in the LATM process to confirm understanding of local issues and seek feedback on recommendations. This enables the community to influence traffic outcomes within their local neighbourhoods. LATM outcomes may include:

- › Speed limits
- › Traffic management around schools
- › Traffic infrastructure (speed humps, slow points, raised intersections, etc)
- › Crossing infrastructure (crossing points, refuges)
- › Cycling infrastructure on and off-road
- › Parking control (timing, restrictions, paid parking).

Speed Limits

The default speed limit in Adelaide is 50 km/h. However, it is becoming a widely accepted approach to implement 40 km/h areas, particularly in residential suburbs and high-activity precincts, to improve safety for vulnerable road users, reduce crash severity, and promote calmer traffic environments.

A reduced speed limit has proven to reduce the likelihood of crashes and their severity by providing more reaction time for drivers and pedestrians alike, increasing safety for all street users and aligning to broader state strategies for public health and liveability.

Council-wide community engagement was undertaken in 2021–22 on the concept 40km/h area speed limits. From 434 participants, there was a marginal net support for a 40 km/h area speed limit in some form.

To implement a 40 km/h speed limit in an approved area, Council must define the specific parameters, implementation, costs, and anticipated benefits for state government approval.

Community consultation for the proposed area is required, after which Council must formally adopt the proposal and approve the necessary budget through the annual business plan. The State Government is the final authority for any speed limit changes.

Given the varied community feedback and safety improvement outcomes, the proposed action is to undertake community consultation specifically on a city-wide 40 km/h speed limit. This proposal would exclude all state government managed roads, which currently have a 60 km/h limit.

The consultation and approval process outlined above must be completed before any speed limit changes can be implemented.

Action	Outcome	Role	Priority
Develop and deliver a safe school's traffic management program.	Improved safety and accessibility at educational facilities while encouraging active transport.	Delivery	High
Undertake community consultation for a 40 km/h speed limit city-wide.	Improved safety for local streets. Implementation is subject to the outcomes of community consultation, council approval, and state government approval. Funding for a potential city-wide speed limit initiative will be considered as part of Council's annual business plan and budget process.	Delivery	High
Partner with state government on Brighton Road corridor improvements including traffic flow, walking and cycling, and placemaking.	Improved function of primary north-south corridor. Improved east-west connectivity. Improved amenity and place.	Partner	High
Deliver an annual program of local area traffic management (LATM) studies to improve local traffic networks.	LATM studies to be prioritised and funded through the Annual Business Plan (ABP). Recommended actions from LATM studies to be delivered through the ABP.	Delivery	High
Develop a road network safety plan.	Network-based risk analysis to provide information for infrastructure investment prioritisation to improve road safety outcomes.	Delivery	Low

Table 5: Transport Planning Actions

4 Actions

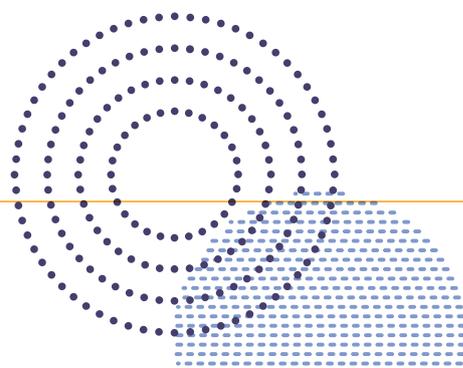
4.2 Walking and Cycling

Active transport, such as walking and cycling, is the healthiest and most sustainable mode of transport. Walking and cycling objectives include:

- › Supporting a transition to active transport for short, local trips (of less than 1 km for walking, and less than 3km for cycling)
- › Improving safety through lighting, removing obstacles, creating safe crossing points, and considering how micro-mobility transport options can be used safely on footpaths
- › Addressing safety needs of different types of cyclists, including leisure, sport, and commute
- › Defining a network of priority cycle routes (north-south and east-west).

Action	Outcome	Role	Priority
Create a <i>Walking and Cycling Plan (WCP)</i> to identify and prioritise the walking and cycling network and project for delivery.	The WCP will provide a prioritised program of on-ground works to improve our city’s walking and cycling network.	Delivery	High
Implement <i>Sturt River Linear Park Masterplan</i> – Pine Avenue to Tapleys Hill Road.	A highly important link that will provide numerous transport, recreation, and ecological benefits for the community.	Delivery	Medium
Investigate improvements to the Esplanade and coast path to improve function and safety for active travel.	Improved accessibility and safety along our coast.	Delivery	Medium

Table 6: Walking and Cycling Actions



4.3 Alternative Transport Options

While public transport such as buses, trams and trains are the responsibility of the state government, council plays an important role in advocating for improved services and consistency of access.

The tram service to Glenelg is well used by commuters and visitors. However, competing vehicle and pedestrian traffic, along with multiple intersections along Jetty Road, creates ongoing challenges. The *Jetty Road Glenelg Masterplan* explores potential options for their resolution.

With 2020 ABS data showing that approximately 80% of our city's workforce comes from adjacent council areas, we will investigate opportunities to broaden our community bus service and provide other transport options in partnership with nearby councils.

The future of transport is characterised by:

- › A shift from ownership to user-ship
- › A focus on mobility
- › A transition from combustion engines to electric motors.

Mobility as a Service (MaaS) will drive the evolution of public and shared transport by coordinating a variety of transport options and services around the needs of the individual. We will work with state government agencies to improve public transport links with new transport modalities, such as Personal Mobility Devices (PMDs).

Our community bus service will be reviewed periodically to explore potential integration with on-demand technologies.

Action	Outcome	Role	Priority
Advocate for improved public transport services, links, station comfort and amenity, and real-time transport information.	Improved public transport patronage.	Advocate / Ongoing	High
Improvements to rail synchronisation and optimisation (state government).	Improved traffic flow through Brighton Road.	Advocate	Medium
Develop a framework for new alternate transport technology.	Consistent approach to new transport initiatives.	Delivery	Low
Pursue opportunities to support MaaS trials.	Review opportunities for the feasibility of MaaS trials within the city.	Facilitate	Low

Table 9: Alternative Transport Options Actions

4 Actions

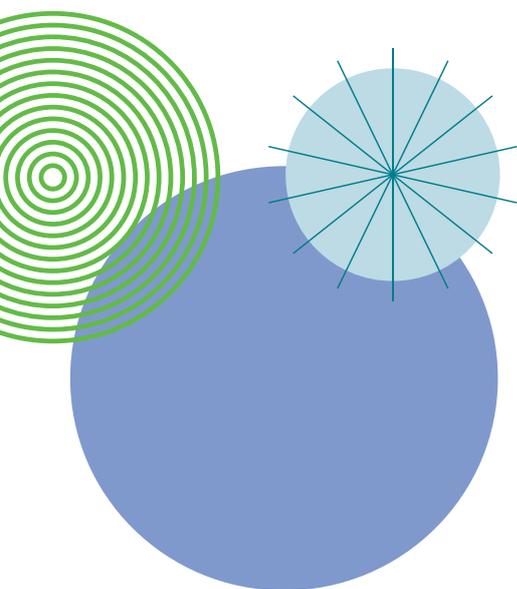
4.4 Parking

On-street parking is common within our city and is supported where it can be performed in accordance with the Australian Road Rules. In line with the movement and transport principles, preserving on-street parking will not take a higher priority than road safety measures, and on-street parking will be in accordance with the road hierarchy, to preserve traffic corridors where needed for effective transport.

The Road Hierarchy Treatment Matrix (Figure 4) outlines the transport functions for each of the six movement and place road hierarchy categories. The below table outlines the allocated on-street parking available in line with the Australian Road Rules, relative to the road dimensions for each of the transport functions.

	Single traffic lane (one-way)	Single traffic lane (two-directional)	Two traffic lanes	Two traffic lanes (with bike lanes)
No on-street parking	0–5.1m	0–6.0m	0–8.1m	7.5–9.6m
One side on-street parking	5.1–7.2m	6.0–7.2m	8.1–10.2m	9.6–13.2m
Two sides on-street parking	7.2m+	7.2m+	10.2m+	13.2m+

Table 7: On-Street Parking for Road Width



There must be a minimum of a 3.0m width lane next to a parked vehicle, median treatment or solid centreline. One-sided on-street parking can be facilitated through a dedicated street side, a controlled staggered arrangement, or an uncontrolled staggered arrangement for single traffic lanes.

Regulatory controls such as line marking and signage can be used to assign parking locations, limit parking to specific locations or times, or in exceptional circumstances – reinforce existing road rules. Regulatory controls are installed following the *DIT Pavement Marking Manual and Code of Technical Requirements*. The Australian Road Rules are the first measure of control, and where the road rules already provide adequate parking guidance, education is the preferred option before additional controls are added.

When implementing changes to regulatory controls, community consultation is undertaken to inform/educate or consult, to ensure the outcomes are appropriate and understood.

Development of a parking policy and procedure is the first action for this focus area, aiming to:

- › Provide fair and equitable access
- › Optimise the use of on-street parking to best meet the needs of users
- › Ensure the management of on-street parking is clear, transparent and equitable.

The parking policy and procedure will provide further guidance for on-street and off-street parking, in line with the movement and transport principles and road hierarchy, as well as demand management strategies to ensure appropriate parking applications for the area including measures such as time limits, time restrictions and ticketed parking.

Action	Outcome	Role	Priority
Develop a council-wide parking policy and procedure.	Consistent approach to parking. Future actions will be driven by the policy and procedure.	Delivery	High
Communication and education to be delivered with changes to parking arrangements.	Informed residents and road users of Australian Road Rules.	Delivery / Ongoing	Low

Table 8: Parking Actions





Brighton Civic Centre
24 Jetty Road
Brighton, SA 5048

Post
PO Box 19
Brighton, SA 5048

8229 9999
mail@holdfast.sa.gov.au

holdfast.sa.gov.au

Attachment 2



Community Engagement Report

Movement and Transport Plan

Engagement period 04 April 2024 – 25 April 2024

Overview

The draft Movement and Transport Plan (MTP) lays the groundwork for meeting our city's future needs in relation to the safe, efficient, and sustainable movement of people and goods between destinations.

As well as defining short to medium-term actions on movement and transport, this plan provides direction for long-term planning and decision-making to provide safe, efficient access for all, while supporting wellbeing, economic success and protecting the environment.

The engagement welcomed feedback on the actions and priorities set out in the draft plan.

The community were invited to complete a short survey and to participate in prioritising the 12 actions.

The engagement was promoted through the following channels:

- Posters with the QR code at the libraries and Civic Centre
- Emails to participants of the 40km engagement
- Facebook posts
- Holdfast News e-newsletter
- News article on the council website
- Feature article on the home page of YourHoldfast

Feedback was collected in the following ways:

1. Completing online feedback at www.yourholdfast.com/mvp
2. Email
3. Phone
4. Writing

Participation

People participated in the engagement in the following ways:

- 87 unique participants completed online feedback (total 112 contributions)
- 1,189 views to the YourHoldfast project page (Passive participation)
- 41 email response (2 participants had duplicated their responses online)
- 1 hardcopy response
- Phone calls (users were encouraged to formalise feedback through the written engagement channels)

Engagement Participation

Participation Results	
Online Participation	
Number of visits	953 visits from 744 participants
Followers to the YourHoldfast project page	69
Download of draft Movement and Transport Plan	555
Online Interactions	
Online feedback form contributions	45
Priority tool	67
Total Online Contributions	112 contributions made by 87 unique participants
Other Responses (information was added to yourholdfast on behalf of participant)	
Letters (added to the online feedback)	1
Emails	41

Prioritisation of actions

Participants were invited to prioritise the 12 actions of the MTP by allocating 60 points between the 12 actions.

A total of 67 participants contributed to this engagement element, allocating 338 votes in total. The votes distribution is outlined in the table below:

Action	Total points	Unique votes	Ave points per vote	Percent of unique votes	MTP Draft Priority
Brighton Road	953	49	19	73%	Medium
Walking and Cycling Plan	579	40	14	60%	High
Safe schools	408	30	14	45%	High
LATM	388	35	11	52%	Low
40km/h	377	25	15	37%	High
Esplanade and coast path	376	34	11	51%	Medium
Public transport	314	36	9	54%	Medium
Parking policy	194	24	8	36%	High
Alternate transport	192	20	10	30%	Medium
MaaS trials	105	17	6	25%	Low
Road network safety	102	20	5	30%	High
Communication education	32	8	4	12%	Medium

The prioritisation feedback showed:

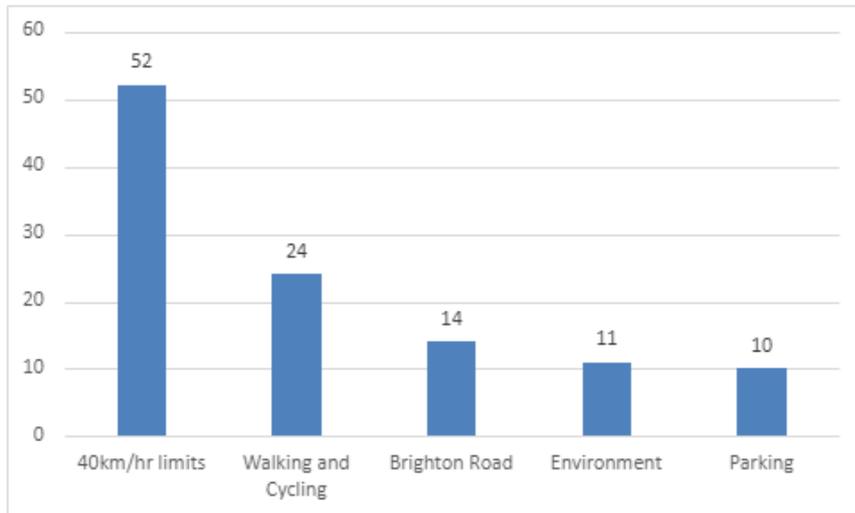
- Brighton Road and Local Area Traffic Management (LATM) were considered a higher priority than in the draft plan.
- Communication Education, Road Network Safety and Parking Policy were considered a lower priority in community feedback than in the draft plan.

Comments

129 comments were received:

- 67 general comment comments were received online
- 20 additional comments
- 42 emails were received

The results below combine the online general and additional feedback and the emails and have been reviewed to identify key themes. Five main themes were identified in this feedback, please see below:



Theme	Percent	Count
40km/hr limits	60%	52
Walking and Cycling	28%	24
Brighton Road	16%	14
Environment	13%	11
Parking	11%	14

Other themes noted included: Jetty Road, Glenelg, Alternate Transport, Development, the Esplanade, Esplanade, Safety, Traffic management, LATM, Public Transport, Safe Schools, Maas Trails, Road hierarchy, Amenity, Economic, Enforcement- speeding, Speeding, The hove rail crossing, Speed limits, Lighting, Seacliff Village, Rates, EVs.

These are displayed graphically below in a word cloud. The size of text depicts the usage of the theme.



An external campaign was run by a community group with regard to a 'Brighton Road Village' from Hove Railway Crossing to Edward Street, Foodland. A notable amount of feedback was observed in response to this campaign.

An external campaign including a petition to council though a community group objecting to the consideration of 40km/h speed limits. A notable amount of feedback was observed in response to this campaign.

Contributions by location

Information regarding the areas of interest of participating members in this engagement.

Suburb	Member count
Brighton	18
Hove	13
Glenelg	12
Somerton Park	12
Seacliff	11
Kingston Park	11
North Brighton	10
South Brighton	10
Seacliff Park	9
Glenelg North	8
Glenelg East	7
Glenelg South	6

Contributions by age

The age distribution is outlined below. Not all participants provided their age group.

Age group	Count
18-25	2
26-35	0
36-45	10
46-55	5
56-65	16
65 plus	24
Total	57

Notably:

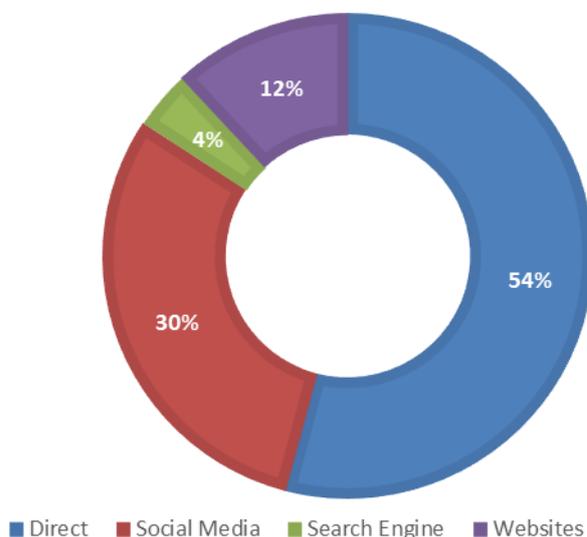
- 30 people did not provide age information
- 4% respondents were under 35 years old
- 70% of respondents were over 56 years old

How the community heard about this engagement

Referral traffic is the segment of traffic that arrives on your website through another source, for example through a link on another domain.

- Direct - Visitors who have arrived at a site by entering the exact web address or URL of the page.
- Search Engine - Visitors who have arrived at a site via a search engine such as Google.
- Websites - Visitors who have arrived at the site after clicking a link located on an external website.
- Social media - Visitors who have arrived at a site by clicking a link from a known social media site such as Facebook, X or LinkedIn

The below graph and table show the referral distribution.



- | | |
|-----------------|-----------|
| • Direct | 423 (54%) |
| • Social media | 238 (30%) |
| • Search Engine | 29 (4%) |
| • Websites | 90 (12%) |

Attachment 3

Movement And Transport Plan

Title/Question: Feedback form

Report Date Range: 4 Apr 2024 - 25 Apr 2024

Date Exported: 19 May 2025 04:38 pm

Contribution ID	Date Submitted	General Feedback	Are there any additional items you would like to see included in the plan?
9515	Apr 25, 2024, 05:28 PM	I am very pleased to see this plan taking shape and congratulate council on this initiative. The delivery on the priorities is the next critical step in collaboration with all of the community. I am fully in support of the 5049 Coastal Community's submission and their request for Council to make Brighton Road a priority and endorse a masterplan for Brighton Road. This is an opportunity for council to lead the way with the support of State and Federal Govt in putting an innovative approach to movement and place into action for both social and economic development. Many of the other strategies in the movement and transport plan will naturally flow from that one initiative. Thanks	
9513	Apr 25, 2024, 04:54 PM	<p>Congratulations and well done on creating this plan. In particular, I am very pleased to see the inclusion of the walking and cycling plan to this document. As someone who has become interested in urbanism over the last 2-3 years, this document mirrors my thoughts on the many benefits of cycling to the community in terms of promoting active lifestyles. This document is therefore a very welcome addition to the suite of Holdfast Bay planning documents.</p> <p>Further, I am a parent on the Paringa Park Primary School Environment Committee. We are undertaking a body of work to encourage children to ride their bikes to school, and we recently ran the Way2Go bike ed program for approximately 200 children. Following the course, many indicated they would be interested in riding their bike to school but feel that it is not safe enough to do so due to a lack of safe cycling infrastructure. Interestingly, over 90% of children in this year bracket owned a bike, but several of them did not know how to ride them because there is nowhere safe enough to practice. This indicates that the interest is there but safety remains the primary inhibitor (as noted in the document).</p> <p>We are conducting some further research and have contacted our ward member Anthony Venning to discuss the issue in more detail after the school holidays. Following a number of recent near-misses, I know that the group would be very interested in participating in whatever work flows on from this strategy, particularly in regards to conducting trials/pilots and undertaking minor works to test concepts and improve pedestrian and cyclist safety (such as traffic calming and level crossings).</p> <p>One particular quick-build project we are interested in is converting the school's old deactivated Kiss 'N Drop into a 'Bike 'N Drop'. The aim is to provide a safe space where parents/carers can wait with their bikes to pick up/drop off their children while riding to school. We believe that a facility like this will, at a very low cost, go a long way to addressing safety concerns and encourage more people to use active transportation, thereby providing the peripheral benefits of reducing congestion, fostering community connection and improving air quality around the school. Further, there are elements of this work that we will aim to integrate into the school curriculum, such as collection of statistics, critical thinking skills and student advocacy.</p> <p>Ultimately, you will get the traffic you design for, and the committee is therefore very interested in the outcome of this strategy and how we can play our part if helping it be realised.</p> <p>I can be contacted on the details below should this be of interest to you and ... keep up the fantastic work!</p>	For the integrated active transportation network, I think it would be beneficial to explain it as a series of interconnected activity nodes (places where there are things to do such as schools, parks, sporting facilities and shops).

9511	Apr 25, 2024, 01:58 PM	<p>Looking at the Movement and Transport Plan (MTP) overall, there is a huge elephant in the room: Brighton Road. Given that it runs the full length of the City of Holdfast Bay area and strongly divides it into two, it is a real constraint to movement and transport within the Council Area and to the effective functioning of the Council Area as a single entity. In addition, Council focus for development/improvements appears to be largely focussed on the western side, but not on Brighton Road itself. For people who pass through the Council Area using Brighton Road, there is little or nothing to encourage them to stop and appreciate what Holdfast Bay has to offer. There should be a much stronger emphasis in the MTP to address Brighton Road.</p> <p>I note in Section 4.1 that there is an action in relation to Brighton Road but it is not strong enough. I have also noted that in the Council's Economic Activation Plan 2018-2023 there is an action to create a Brighton Road Masterplan, intended to be completed in 2018-19. Has this happened? I see no mention of it anywhere in the Council's documents on the website and it seems to me that the lacklustre action in the MTP will go the same way: nowhere.</p> <p>The historic emphasis on Movement to the detriment of Place means that Brighton Road is only a way to get traffic through, nothing more. The MTP defines it as a Dedicated Collector (".... safe, reliable and efficient movement of people and goods between regions and strategic centres") but there are along the road many community destinations, in particular the so-called Brighton "village", that must be defined as Places but struggle to perform as Places at all. There needs to be a serious look at the overall functioning of the Brighton Road, aimed at improving connectivity and creating Place, especially in the region of the Brighton shopping precinct.</p> <p>Regarding the Section 1.3 Strategic Context, the MTP stops short of properly addressing sustainability. Sustainability goes well beyond the resources management and climate change listed in the MTP. Other elements that must be considered are equity, connectivity, amenity, economic/business sustainability, jobs, green infrastructure and legacy.</p> <p>In relation to each of these points made in the MTP:</p> <p>Section 1.2 ".....supporting wellbeing, economic success"</p> <p>Section 1.3 ".....supports the wellbeing of our community and enables the economy to thrive" and ".....seen through a road hierarchy that values movement and place equally...."</p> <p>Section 1.4 ".....provide biodiversity, increase shade, lower temperatures and improve amenity." Also ".....improve conditions for local businesses and the broader community."</p> <p>Section 1.5 ".....improve the vibrancy of our neighbourhoods to create connected liveable places."</p> <p>one could add: "but NOT on Brighton Road". Poor neglected elephant.</p> <p>The Brighton shopping precinct, although an important destination for residents, is not a "village" and certainly is not an effective Place. It is aesthetically bland, uninspiring, full of low-rent properties that have hardly been improved since they were first constructed many years ago: it's hardly a picture of a thriving economy and vibrant neighbourhood. The five (soon to be six) traffic lights from Hove Crossing to Edwards Street (only 1.1km!) already slow the traffic to a crawl. The slow speed suggests an opportunity to change the streetscape and controls (a la Prospect Road and Goodwood Road) and insert features of aesthetic interest that will inevitably enhance Place in that location and provide incentive for Place-focussed development. A good start would be to in-ground the power lines and look at replacing the traffic lights with more passive traffic controls to enable a steadier traffic flow rather than the frustrating stop-start tangle of today.</p> <p>Further to this, there are a lot of changes happening in the general road system that will affect Brighton Road. Now is the time to thoroughly examine the traffic impacts on Brighton Road from the opening of the Majors Road on-off ramp for the Southern Expressway, the completion of the Torrens to Darlington project and (potentially, in the longer term) the grade separation at the Hove Crossing, and to start some serious planning for those impacts.</p> <p>The MTP action relating to Brighton Road must be strengthened: a detailed Brighton Road Masterplan must be developed. It needs a Place-based focus, particularly on the stretch between Hove Crossing and Edwards Street, to compensate for the long-term emphasis on Movement only and to improve equity, connectivity, aesthetics and wellbeing across the City of Holdfast Bay.</p>	See above
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9507	Apr 25, 2024, 09:39 AM	<p>I have a long experience of and strong interest in the central Glenelg precinct: I have lived within 200m of Jetty Rd Glenelg for almost 50 years. My parents, brother and children's homes are in Glenelg. I ran a shop on Jetty Rd for many years. Many things are great about Glenelg and draw people to it as residents, day trippers, shoppers and tourists. Once here their experience of the area for economic or social activity is on foot. Despite this and an earlier adopted plan designating the area a pedestrian priority area the pedestrian experience between Gordon St & Colley Tce is appalling by world standards:</p> <ul style="list-style-type: none"> * There are no pedestrian zebra crossings. * There are hostile signs telling pedestrians to give way to vehicles. The Moseley/Jetty rd one overriding standard road rules that require vehicles turning across a pedestrian to give way. (There have been instances of police fining a pedestrian for not giving away, and a driver for stopping to let pedestrians cross) * Off the shelf domestic fencing has been added to natural crossing points to bar pedestrians * Temporary industrial fencing for construction & events is often left for long periods encroaching far more space than required, with little regard to pedestrian use and safety. * additions of permanent ad-hoc structures as dividers, windbreaks or covers restricting pathways & aesthetically blighting the streetscape. * footpaths on many side streets are missing or unusable due to narrowness, irregularity, gaps and obstructions. <p>For economic, social, aesthetic and safety reasons the pedestrian experience should be welcoming, safe and aesthetically pleasing. To ensure this there needs to be a formal pedestrianisation plan for the precinct and all approvals for permanent or temporary works in this precinct should be formally assessed and designed to maximise pedestrian amenity, and minimise the period and extent of any pedestrian disruption</p>	A specific pedestrianisation plan for central Glenelg
9503	Apr 24, 2024, 07:45 PM	<p>Just read the transport plan, and it was great to see that early in the document section 1.4 states "A people first approach..." and "Encouraging active travel by promoting safer walking and cycling and improving access to public transport..." But when you look at what the council is doing, section 4 Actions, all the high priority goes to roads e.g. Develop a road network safety plan 40 km/h speed limit Glenelg Jetty Road and the ones that relate to active transport and public transport are medium or low e.g Sturt River Linear Park masterplan (only) Advocate for public transport (just a) framework for alternative tech MaaS trials (LOW). Makes it clear what the priorities really are.</p>	

9491	Apr 23, 2024, 01:28 PM	I am in support of the 5049 idea of reimagining Brighton Road and hope the council will work with this group who are advocating for a safer more community friendly development to what is a dreadful road currently. Environmental and safety concerns are my highest priority and if that means 40km/hr limits, I agree and think changing community opinion would be possible through clear communication of the benefits.	
9488	Apr 22, 2024, 10:26 PM	This is not consultation. Proper consultation requires that you provide detailed plans of the various options that are on the table, not just vacuous management babble.	
9484	Apr 22, 2024, 05:16 PM	I do support a 40km speed limit but not as a blanket across the entire city. The entire section across the west side of Brighton road and the area within Brighton Road, Oaklands Road and Diagonal Road should be 40kms. I would like to see the section of Brighton road between the Hove Crossing and Edwards Street treated as a precinct area. I'm in favor of the council pursuing opportunities to support MaaS trials. I am totally against any additional levy being imposed to fund the renewal of Jetty Road Glenelg. If you can't do it with rates and grants then break it up into smaller bite sizes starting with the Mosely square end. We need to be mindful of our current debt load and not create an impost for future councils and generations.	Investigation into increasing our green spaces. I'd like to see minimum land sizes increased for new developments - we are becoming a concrete jungle and we have little green space as it is.
9483	Apr 22, 2024, 05:05 PM	I am concerned about parking around Paringa Park Primary and surrounding area since Toyota have moved into Brighton road. It is dangerous crossing and turning on roads parallel to Bowker Street to Oakland's road from 730- 4pm. I don't know how parents are making a safe drop off and pickup at Parings Park Primary.	
9482	Apr 22, 2024, 03:24 PM	Please be advised the item relating to a 40 kph speed limit indicates in a ambiguous procedure and implementation status. Under no circumstances would we require or want a blanket 40 kph speed limit across the Holdfast Bay precinct. Having reviewed the council areas and spoken to residents in those areas the commentary is very much against the introduction of the blanket speed limit. Fines are a plenty so a financial windfall for the council or state government. There is no difference recorded to the safety status in the areas. Where is Holdfast Bay Council coming from as our safety record is exceedingly good. ???	

9478	Apr 22, 2024, 01:02 PM	<p>Hi there. Please see my comments on different sections of the report. Thanks [REDACTED]</p> <p>1.3 Strategic Context Can the Sustainability focus area also emphasise the economic impact of transport on an individual's cost of living? Reducing the cost of transport to individuals is a significant strand of Sustainability, but isn't mentioned in this section (or indeed very much through the entire document).</p> <p>1.4 Movement and Transport Principles Active and Sustainable. Again there is mention of the costs/savings to the user. Transport (and cars specifically) are a massive financial burden whereas public, active and shared transport are all more cost effective options and provision to them must be made accessible. "Encouraging active transport by promoting awareness of the costs (not just to the environment) of alternative transport and education in this matter". It's easy not to underestimate the true cost of car ownership including fuel, registration, insurance, maintenance and financing.</p> <p>1.5 Movement and Transport Focus Areas Walking and Cycling. Apologies for mentioning this again, but sentence could be : "...active transport contributes positively to health, wellbeing and economic outcomes for..."</p> <p>Table 4 - Future Demand Visitor Growth Why isn't the 'walking and cycling plan' included as an action under Visitor Growth? Are our surrounding suburbs and council areas not visitors that can come by bike and railway and tram? Equity of access and inclusion This table doesn't mentioned under "equity of access and inclusion" the prohibitive cost of petrol and electric vehicles which is preventing equity of access to transport</p> <p>Economic Development Use of cargo-bicycles for couriers, tradespersons and others is perfectly acceptable interstate and internationally. Should promotion of these also not come under actions rather than just 'parking'</p> <p>Section 3.2 - Transport Trends Add a section like this: E-bikes and Cargo Bikes In recent years, e-bikes and cargo bikes gaining in popularity. These make it easier and more enjoyable for more people to cycle further and faster, and to use bikes for more activities, such as dropping children off at school and for doing shopping as well as carrying loads including tools. Such bikes are more expensive than non-electrified bikes, so proper bike parking becomes even more important, to keep bikes secure. The City of Holdfast Bay has added rebates to its Green Living Rebates scheme to support the purchase of e-bikes and cargo bikes. Economic modelling conducted by We Ride has calculated the return on investment (ROI) for such rebates, which for Holdfast Bay indicates a ROI of 10:1. [REDACTED] can provide better wording on the rebate and the ROI].</p> <p>Section 3.2 - Transport Trends Cycling (Why is this limited to 3km - ebikes are easily capable of much more)</p> <p>4.2 Walking and Cycling - Table 6 Can an action be 'Education' to indicate that cycling is not just a sport or social activity e.g. Action: Promote active transport, provide an education programme and social media campaign to encourage the multiple benefits of active transport - Outcome: Net positive shift of mindset to use active transport - Role: Provider Priority: High</p>	
9474	Apr 19, 2024, 04:29 PM	<p>The council should be ashamed. Implementing changes by creating technological hurdles that ratepayers cannot be expected to overcome. DO NOT create lower speed limits within the council. 40 KM per hour speed limits DO NOT create a safer environment. There is no evidence, no proof, that lower speed limits cause less injuries. DO NOT lower the speed limits. Your "consultation" process is a sham. You are trying to implement something that the community does not want by a process that is less than transparent. Shame on you, shame on you.</p>	

9470	Apr 18, 2024, 04:52 PM	<p>Hi - I have read through the plan and think that overall it is well thought through however I do not agree with the reduction of the speed to 40kmh, in fact I thought Council had dealt with this 12 months ago and it was agreed to leave it as is - its a bit like 'wack-a-mole' and keeps bobbing up. I think 50kmh is a reasonable speed and one that is well observed by residents. I would like to know what is the reasoning for lowering the limit - It cannot be safety as there have not been any incidents that I am aware off that has caused serious injury - there are greater safety issues navigating the Edwards street Foodland carpark than the streets of our council area - in fact the only accidents I am aware of have been there. If we are wanting to protect against the hoons etc, I am afraid it is a lost cause as they will not obey any limit - idiots are idiots, however in the areas that they usually frequent the speedlimit is already at 40kmh. I have no problem with a 40kmh limit in the higher traffic areas, along the Esplanade and 25kmh for schools etc - that is all sensible stuff. If you are worried about people speeding on likes of King George, Dunrobin and Tarlton Rd, ask our friendly Police force to put a radar or 2 there - that will slow them down. I would strongly encourage you not to regulate for minority and instead look after the 99.5% who do the right thing. Finally I don't understand why the priority for this is High when the mess on Brighton Road between Edwards Street and Brighton High gets a Medium rating - seriously, the priorities are in the wrong area.</p>	
9460	Apr 17, 2024, 10:57 PM	Acceleration of charging points for EVs.	N/A
9457	Apr 17, 2024, 07:54 PM	<p>I am strongly opposed to the 40kmh area speed limit. The draft Movement and Transport Plan is the latest foray by the City of Holdfast Bay in its ongoing war on private vehicle ownership. As with its consultation in 2022, Council has failed again to provide evidence - this time in relation to the reduction in carbon emissions (p23) or improved safety for local streets (p27). With respect to climate change, Council continues to promulgate the UN inspired nonsense of a climate emergency. Once again, Council provides no evidence of any climatic event that demonstrably proves climate change is affecting our city. The draft Plan claims that road transport accounts for 30% of the city's community emissions: How has this figure been calculated? What were the assumptions used in the calculation? How much of this figure of 30% is attributable to private cars owned by residents of Holdfast Bay council? What will be the reduction, in both percentage and absolute terms, on quantum of community emissions due to reducing the speed limit to 40kmh? What percentage of annual global carbon emissions is generated by road transport in the Council area? With respect to improved safety on local streets: What is the evidence that it will reduce the incidence of accidents on our local roads? Where is the accident log that demonstrates the need for speed restrictions? How many accidents will be prevented by lowering the speed limit? How many fatalities / serious injury / minor injury / near misses will be circumvented on account of this measure to reduce speeds to 40 kmh? What will be the additional traffic flow onto Brighton Road, Oaklands Road and Diagonal Road as a result of this measure? What will be cost of the communications program to educate drivers to the rule change? What will be the cost of roadside signage to inform drivers of the new speed limit? Furthermore, the proposed 40 kmh speed limit will create endless opportunities for speeding fines. Finally, as was the case in 2022, where is the overwhelming public outcry calling for this measure? No-one is stopping me in the street complaining about the speed limit! The first step in good governance is evidence-based policy, which is sorely missing in the draft Movement and Transport Plan.</p>	
9456	Apr 17, 2024, 07:27 PM	Absolutely no global reduction of speed limit to 40km/hr other than to specific high pedestrian zones (jetty road etc).	
9453	Apr 17, 2024, 04:28 PM	<p>This format has not worked for me. I have found it very clumsy and impossible to navigate. I strongly disagree with the 40 km limit throughout Glenelg. Already most people choose to drive slowly due to so many narrow roads and a huge increase in traffic. Where are the statistics on crashes in the Glenelg area? We are quite capable of judging a safe speed and do not need revenue raising officials dictating our speed.</p>	No comment as I have found your plan inaccessible

9448	Apr 17, 2024, 11:00 AM	I think the proposed 40km/h speed zone is ridiculous. I've lived in council areas that have this and rarely has a council action annoyed me more - it won't stop idiot drivers behaving like idiots and it is extremely annoying for those of us who drive at the speed limit and according to prevailing conditions. What problem exactly are you trying to fix with this proposal? I think there should be much more focus on alternative means of public transport and getting cars off the roads rather than just making them slow down. How about a higher tax for all those people who drive ridiculous huge SUVs which clog up the parking areas and make it impossible for those of us who drive ordinary cars to see around them.	
9444	Apr 16, 2024, 08:04 PM	1 Tried to allocate my 60 points however your website failed on me 2 I cant understand the map showing streets in different colours and why they change colours half way along such as Gladstone , Holder, Downing, and Hulbert and then the coloured dots and coloured ticks on the next page. What does it all mean? 3 I note the introduction of 40 Kph limits. No way. Completely against this point. We have enough 40 Kph zones. No more. No, No, No. 4 in the allocation of my 60 points how can I allocate negative points when I am completely against a point such as 40 Kph. Allocating 1 point says I "Support". This is a very peculiar survey list of questions and the manner this will be interpreted.	Yes The Hove rail Crossing overpass. Very High Priority. We had it and due to rubbish \$ values spruiked by Corey Winged it disappeared
9442	Apr 16, 2024, 07:06 PM	I live on Addison Road, across the road is Marion Council. There is a coffee shop on Addison road and I am getting annoyed at the amount of traffic that parks on our street. We have a long block and the cars park too close to the corner on both sides of the road. When I try to turn right or left out of Winton Ave, it is most times at my own risk. Sometimes cars come around the corner onto Winton ave, while other cars are also trying to come out Winton ave onto Addison road. It is only a matter of time until an accident happens. I would like to propose our corner has a yellow line on the road to stop the congestion happening. I have to park in my garage due to all the cars parked outside my house. Additionally I can't remember the last time my gutter was cleaned because of all the cars parked out the front and preventing them getting access. The level of debris can become an occupational hazard. I look forward to a swift response.	
9439	Apr 16, 2024, 02:05 PM	Dear James and Rhys To create and have a vibrant, sustainable, welcoming city requires an integrated and careful planning process. May I suggest the Movement and Transport Plan considers and works with the Council's Planning and Design/Building Plan as many properties within the Council area are being subdivided into multiple allotments with short driveways and double garages used for storage. Often these properties have two or three cars with one or two parked on the street. To compound this the narrower blocks and increased number of driveway egresses reduces off street parking options. Destination Roads and Shared Collectors should have Planning and Building restrictions that align and allow for the Transport Vision in the Movement and Transport Plan to succeed otherwise it will become a hotchpotch conflicting mess. Kind Regards	
9438	Apr 16, 2024, 01:06 PM	Hi, as thoughtful as this plan might be, council has not addressed the 'elephant in the room'. Traffic volume is increasing across the area due to the ongoing Urban Renewal policies which encourages high/mid density housing. This practice may be great for increasing the council coffers, but does little for traffic flow management, especially when most of these new residence or their visitors are forced to park in residential streets. lowering traffic speeds to 40 Km/h is an outcome of poor council planning in respect to urban planning. Secondly, it appears pointless to encourage better public transport when their is no 'Park & Ride' facilities within Holdfast Bay. With the ongoing future improvements for the Tram line, I only see more and more patrons using residential streets as a parking lot. Surely an agreement could be reached with the Morphettville Race course to encourage a 'Park & Ride' facility there. (Albeit outside of the Holdfast council area) As a Glenelg East residence, I dont seem to be able to park in front of my own house anymore due to Tram patrons using the street as a parking lot, or the ongoing multi-story apartments on Anzac Highway in which there is clearly insufficient parking facilities approved as part of the development. Lastly, I'd love to see better dedicated cycling paths (Not multi-users paths). The cycling path along the entire beach front area is dangerous when shared with pedestrians. (and visa/versa) In the summer months, as a cyclist, I'm forced to use the road for fear of colliding with the large number of pedestrians. The number of collisions or near misses is frightening. Families enjoying a stroll along these paths are at risk along from cyclist. Separate paths is the only solution!	Park & Ride facilities for tram commuters.
9437	Apr 16, 2024, 11:10 AM	This draft document wastes numerous pages on 'motherhood statements' How about some actual evidence of 'what the council will do. We have numerous examples of terrible parking shortages, traffic not flowing as it should be, particularly after 2:00 pm on school days from tablets hill road through to partridge street and the pier street roundabout. -Residents in Glenelg South are unable to get to their own homes, Through traffic, not locals, parking across Pier Street roundabout every day. Signage doesn't previously this. We need a 'encourage you to share my car/ transport option for residents not using their cars every day, and people without cars.	Jetty road needs designated staff to maintain plantings and upkeep. Bin cleaners and street sweepers not sufficient.

9427	Apr 15, 2024, 02:20 PM	<p>NO 40 km zones in Brighton other than Jetty Rd. NO additional speed bumps/ raised platforms.</p> <p>What should be a priority is the King St / The Crescent intersection. It worked well for over a hundred years having The Crescent have priority and King St, the terminating road, having the Stop sign. The current arrangement confuses many drivers. Some drivers speed up along the short section of King St then aggressively enter the intersection, especially when turning right. Cars travelling that way have no view (in either direction) until at the intersection. Removing the curve and realigning the end of King St so it meets The Crescent at 90 degrees and making them stop will increase safety immensely. I have seen many near misses. School traffic is when it is at its worst. It would also make it safer for pedestrians and cyclists.</p>	
9423	Apr 14, 2024, 06:17 PM	<p>I think the popularity of the shared use pathway emphasises the need to reconsider what role cars have along the esplanade. They are important for accessibility however it would be interesting to see what accessible and sustainable mixed transportation could be achieved through using some parts of the existing roads in creative and innovative ways. The city of holdfast bay could cement itself as a visionary city council that coastal cities around Australia and the world look towards for sustainable ways of repurposing existing infrastructure for public transportation innovation.</p>	Ways to ensure comfort and accessibility along public esplanades for people using mobility aids
9420	Apr 14, 2024, 12:08 PM	<p>First, reduce the speed limit on Brighton Road to no more than 50kmh. This will facilitate traffic flow and improve road safety. Second speed limits have to be enforced. Traffic calming measures such as humps and roundabouts delays emergency services and shouldn't ne necessary if speed limits are properly enforced.</p>	More speed cameras (especially in shared and dedicated collectors)
9418	Apr 13, 2024, 04:50 PM	<p>Brighton Road between Jetty Road, Brighton and Edwards Street is and always has been a village. The new entrance and exit ramps to the Expressway at Majors Road will relieve major peak hour and through traffic from Brighton Road. Traffic lights at Edwards Street and a 40 kmp zone between Jetty and Edwards streets will return the area to its preeminent origins and benefit the whole South-Western Region.</p>	
9414	Apr 12, 2024, 04:26 PM	<p>I do not agree with a council wide 40kph speed limit. The current 50kph speed limit on all roads - apart from arterial roads which should remain at 60kph, aligns with adjacent council speed limit and should remain. The major retail strips such as Jetty Road's Glenelg and Brighton, which already have 40kph speed limits, should remain. With many roads in the council being narrow and with street parking, there is no requirement for a reduced limit as road users currently can and do drive at speeds much less than 40kph. The exception would be to implement a 40kph speed limit along the esplanade as this is high volume pedestrian, bike and scooter area - particularly in the warmer months. Finally, it would be a considerable waste of SAPOL resources to have to manage speeding vehicles. It is common knowledge that SAPOL is limited in its capacity to adequately attend to crime and other important issues throughout Holdfast Bay and beyond without burdening them with additional less important requirements. Another point is that Scholefield Road is designated as a 'shared collector'. Scholefield Road is already very busy and will get much busier with the advent of the Seacliff Village development. Accordingly, the classification of Scholefield Road needs to be reviewed.</p>	
9411	Apr 12, 2024, 12:29 PM	<p>The cyclists on the Esplanade Brighton are a danger to themselves and motorists. I have had several close calls where cyclists pass on the inside (nearly impossible to see) or pass on the outside in the middle of the road. There is just not enough room on the road for cyclists and vehicles. There are plenty of room on other roads in Brighton nearby with much less traffic. It's just not necessary to have these dangerous situations. It's not just single bikes It's multiple bikes as well.</p>	Direct cyclists onto other nearby roads
9408	Apr 12, 2024, 10:49 AM	<p>The Draft Movement and Transport Plan 2024-2028 notes in Section 4.1 'work with State Government to implement a 40km/h area speed limit'. It seems to indicate this would mean a blanket 40km/h speed limit across the whole City of Holdfast Bay area. Could the actual streets considered for 40km/h speed limit be highlighted on the plan, so residents are aware which streets are being considered? It seems to be unlikely that the council is considering all streets in the council area to potentially become 40 km/h traffic zones.</p>	
9404	Apr 11, 2024, 05:32 PM	<p>I disagree with the proposal to expand the 40km/h speed limit. There is already enough 40KMH restrictions along sections of the Broadway, Partridge/Gordon and Jetty Road Glenelg. It does not need to be expanded to even more streets or areas. At times - usually peak hour both morning and afternoon - there is a backlog of traffic banked up along Colley terrace plus Gordon and Partridge St and then along Pier St Glenelg.</p>	
9403	Apr 11, 2024, 03:58 PM	<p>Get it done asap</p>	More bike racks, more trees.

9400	Apr 11, 2024, 02:51 PM	Implement Sturt River Linear Park Masterplan – Pine Avenue to Tapley's Hill Road should be a High Priority. Show commitment by setting a start date for this project..	
9399	Apr 11, 2024, 02:42 PM	I don't like the points system. All elements of the plan are important. Please give serious consideration to congestion and parking issues on Jetty Road Brighton. With more and more high density housing, traffic congestion and parking availability are cause for concern for both residents and visitors. Brighton Road and King George Avenue are crazy at school start and finish times and peak hour travel. Hopefully the Majors Road upgrade to the freeway will alleviate some of this.	Consider underground parking for both Jetty Road Brighton - perhaps under the Esplanade Hotel (yes, major upgrade of a private facility).
9398	Apr 11, 2024, 02:38 PM	PLEASE consider the safety of so-called designated "collector" roads. For example, there are many children that live on buttrose street and the amount of vehicles (including trade vehicles) that absolutely speed down that street and treat the chicanes like an F1 course is unbelievably scary. The traffic has increased heavily with all the development going on in Glengowrie (subdivisions etc). In the past 2 months there have been two accidents on Buttrose Street with vehicles crashing into properties. It is only a matter of time until someone (instead of a property) is hurt. These streets are still residential and are not wide enough to take the amount of traffic at that speed. Please make these roads 40km/hr and ensure the chicanes are to regulation standard to actually slow this traffic down.	
9393	Apr 11, 2024, 12:36 PM	Hi I have raised this following suggestion/idea multiple times using multiple platforms and forums. However I seen rest been answered by the council members, the following topic seems always missed. 1) Solar light/Timed light which will turn off at 9pm where public BBQs are set. This will encourage the residence to enjoy the facilities even in the winter months when it get dark as early as 530pm 2) Sola lighting/Timed lights at Minda Walk. Again plenty of families use this for riding, walking and running in summer. But no one want to use it in winter months as people feel less secured even at 6pm due to lack of lighting. 3) increased warnings or fines for the dog owners who is not doing the right thing. Sometimes Bowker oval and even cricket nets are unusable. Plenty of dogs not leashed during DST restrictions on the beach.	Hi I have raised this following suggestion/idea multiple times using multiple platforms and forums. However I seen rest been answered by the council members, the following topic seems always missed. 1) Solar light/Timed light which will turn off at 9pm w
9385	Apr 10, 2024, 07:15 AM	On behalf of the 5049 Coastal Community Association, which has 700+members, we strongly advocate for a Re-imagining of Brighton Road over the next decade. To recreate a Brighton Village amenity between Hove Crossing and Edward Street. To realise this ambition, we call for the development of a Brighton Village Masterplan, led by Holdfast Bay Council with input from business and the community. We have already commenced engagement with senior Council members, State Members, the Minister for Infrastructure and Transport and the Federal Member for Boothby. We believe there is a real opportunity to redevelop this section of Brighton Road, along similar lines to Prospect Raod, following completion of the Majors Road and South Road tunnel projects. What is important now is to do the planning to make this ambition feasible. We call for Re-Imagining Brighton Road to be a high priority for Holdfast Bay Council	On behalf of the 5049 Coastal Community Association, we will be submitting further input via email. We are also commencing an on-line survey of our members the results of which will ber submitted soon
9375	Apr 06, 2024, 05:41 PM	I am absolutely dead against the part where there is High Priority for the introduction of 40KPH speed limit with in the HB area. I am dead against any proposal to introduce a 40KPH speed limit any where in the Holdfast council area any more that what we now have. Enough is enough. Is there a problem with accidents in the HB area worse than any other area? Is there any statistics to justify this proposal? Has the introduction of 40 KPH in other councils reduced accidents and serious injury? Has any one from HB council admin. sought this information from other councils? Has anyone in HB council admin compiled any statistics that could be compared to statistics in (say) 5 years time to see if the reduced speed limit worked with the commitment to returning to 50 KPH if it didnt? Do you think creating fines for people is going to reduce the number of people who currently speed over 50 KPH at present? How much is the signage and ongoing maintenance of the signs and trees going to cost rate payers? Council has an "events" team that surely realise if visitors are being fined for travelling at a speed acceptable to most other regions they won't come back.	serious commitment to have a bridge for the train over the Hove rail crossing. Corey Wingard let us down (and subsequently got the boot) but dont give up.

9373	Apr 06, 2024, 04:03 PM	Holdfast Bay have not set up enough drop off or pick up points around Glenelg for rideshare/Uber, but are happy to fine drivers dropping off passengers in spots that passengers demand or receive bad reviews. The Council are setting rideshare drivers up for failure as Council have not catered to incorporating rideshare into planning, but then are very happy to actively fine drivers when they are given nowhere to legally drop off or pick up passengers. Taxis are given a huge area next to Moseley Square, but rideshare are given nothing. Yet the expectations of ratepayers and visitors to the area is that they should be able to book an Uber pick-up anywhere on Jetty Rd or Moseley St, so what are the City of Holdfast Bay going to do about it? Drivers and passengers need multiple safe spaces for rideshare pick ups and drop off's. Loading zones are not sufficient, because they are often taken up by other vehicles. We need specific rideshare spaces that are safe and accessible for all. We need them at Moseley Square, Moseley St, and 2 more places further east on Jetty Rd. Thank you.	Rideshare drop off/pick up zones
9371	Apr 06, 2024, 11:52 AM	Develop a masterplan for Brighton Rd focussing on Hove Railwat crossing to Edward st Masterplan to focus on a road design that balances out traffic movement with place making. Active transport separated ane on Brighton Rd. Greening of Hove and Brighton shopping precincts with places for people and workers to gather.	Masterplan design to facilitate community wellbeing, active transport and vibrant village atmosphere
9369	Apr 05, 2024, 04:14 PM	I would like to see personally owned e scooters to be viewed separately from e scooters for hire. I believe the negative attitudes to e scooters are based on the inappropriate hire usage. As a middle-aged woman seeking who owns an e scooter and has used it safely in the cbd interstate I think SA is way behind in considering this alternative mode of transport. My escooter would enable me to go from a 2 car household to one. I use my scooter responsibly and it should be viewed in a similar fashion to a bike. Since moving back to the City of Holdfast Bay I walk to work and I walk to do local shopping. I could increase my environmentally friendly transportation around the entire City of Holdfast Bay when scooters become legal. In addition, I believe the esplanade should become one way for cars as this would allow for a separate bicycle/ scooter path to the pedestrian pathway. The current coastal pathway is not coping now with the mixed use let alone in 5 to 10 years. It is holding us back from encouraging active transport. health and safety.	
9360	Apr 04, 2024, 08:11 PM	Hi there, plan looks good. I think Malcolm Street could also qualify as "intermittent" as well as Fortrose. Perhaps even more so as Malcolm Street connects to the tram crossing, Rugless pedestrian crossing, new playground, Gower Street and Wallace Street, whereas Fortrose only links people between the footy oval and the tram line.	
9357	Apr 04, 2024, 02:15 PM	The plan addresses the main points. I would like to see more stress to promote active transport to schools by disadvantaging cars. E.g. Barwell avenue closing for only local residents, and dedicate parking spaces 200-300 metres from schools so parents have to walk at least 5 minutes. My concern is bike safety on Jetty Rd @Brighton, as it is increasingly more difficult to safely cycle there	
9355	Apr 04, 2024, 01:19 PM	Safety and traffic management should be of the highest priority.	I would like to see pathway lighting installed along the pathway behind Minda and also along the walk way near the Kingston Cafe heading south. Traffic management and improved controls to be implemented at the intersection of King Street and King George a
9354	Apr 04, 2024, 12:34 PM	Traffic management around schools such as St Peter's Woodlands needs attention. Cars regularly do not follow the 25 km/h speed limit or give way at the pedestrian crossing. Other schools such as Mcauley have speed humps around the school on King George to assist with speed management, There is no system in place to facilitate crossing at the roundabout at Pier and Partridge street if attempting to get to the south-east side. Parking is very limited in the area with vehicles such as boats permanently parked on the road, there are large areas where parking is not allowed, creating constraints and difficulty for parking in the area.	

Movement And Transport Plan

Title/Question: RMS Feedback (via email and letter)

Report Date Range: 4 Apr 2024 - 25 Apr 2024

Date Exported: 22 May 2025

Record Number	Date	Feedback
REQ2024-026037	11/4/24	To whom it may concern, I am a resident of Glenelg for the past 30 years, and strongly object to a 40 kmh speed limit in the area. At most times of heavy traffic, the average speed is far lower than that, and with the exception of Jetty road and school areas when operational, this will be an unnecessary impost on society that will only benefit revenue raising, and further traffic congestion. We strongly oppose such a measure.
REQ2024-026038	12/4/24	I object to a blanket 40 k zone across the holdfast area. It seems like another money raising tactic to me. Leave things as they are.
REQ2024-026040	11/4/24	Absolutely ridiculous.
REQ2024-026068	12/4/24	To the council of City of Holdfast Bay, The Draft Movement and Transport Plan 2024-2028 notes in Section 4.1 'work with State Government to implement a 40km/h area speed limit'. It seems to indicate this would mean a blanket 40km/h speed limit across the whole City of Holdfast Bay area. Could the actual streets considered for 40km/h speed limit be high lighted on the plan, so residents are aware which streets are being considered? It seems to be unlikely that the council is considering all streets in the council area to potentially become 40 km/h traffic zones. I would object to a blanket 40 km/h speed limit across the Holdfast Bay area, however would be open to see a proposal that shows what streets are considered for that limit.
REQ2024-026089	12/4/24	Dear Sir/Madam, While I accept that a 40 km/h limit is prudent for areas such as near parks, schools etc, I am strongly opposed to a blanket limit of 40 km/hr across the entire council area. Please listen to your ratepayers as clearly conveyed in previous surveys and desist from introducing such a measure!
REQ2024-026092	12/4/24	Please do not introduce any further speed limits in the Holdfast Bay area down to 40 KMH Please have this section and all reference to extending the existing 40 KMH limit of the "Movement and Transport Plan " deleted.
REQ2024-026044	11/4/24	We strongly object to a blanket 40kph limit on Holdfast Bay
REQ2024-026055	12/4/24	To whom it may concern, I am a resident of Glenelg for the past 28 years, and strongly object to a 40 kmh speed limit in the area. At most times of heavy traffic, the average speed is far lower than that, and with the exception of Jetty road and school areas when operational (which already have lower speed limits in place), this will be an unnecessary impost on society that will only benefit revenue raising at times that have no traffic and the only people that will be affected are people that live in the area. It will also add to further traffic congestion. I strongly oppose such a measure and implore the council to actually fight for what the ratepayers want for a change, such as making sure that god forsaken centre never gets built. 10 KPH on off peak times hasn't hurt or killed anyone in this area, but drunk and drugged up people have, and the council has done nothing about that!!! I have been assaulted in the past 6 months on jetty rd and your useless cameras couldn't help identify the guy. Please contact me if you have any questions (even about the assault) and do not lower the speed limits in holdfast bay, let's not do something against ratepayers wishes for once.
REQ2024-026117	12/4/24	I hereby register my objection to the proposal to implement a 40 kph speed limit throughout the Council area
REQ2024-026225	15/4/24	and of Young St Seacliff object to the proposed blanket 40kph speed limit in the Holdfast Bay area. Please count these objections in your evaluation process.
REQ2024-026475	18/4/24	I would not like to see a blanket 40km/hr speed limit in the Holdfast Bay Council Area. I can see merit in setting this limit for certain suburbs or sections of streets where speeding is a known issue. However, if the speed limit was changed to 40km/hr for all streets, I believe this would have a deleterious impact on general spreading of the through traffic away from Brighton Road. There are times of the day and days of the week when access to through streets at 60 km/hr helps reduce congestion on Brighton Road. Until the Brighton Road surface and the Hove Railway crossing have been improved, it is necessary to have viable alternatives to this route. Thank you for considering my view,
REQ2024-026207	14/4/24	To Whom it May Concern I would like to raise a strong objection to the proposed blanket 40km hour speed limit across the Council area. I would like to know exactly what problem this is trying to solve. How many accidents have actually occurred in the non-main streets of Holdfast Bay over the last 10 years? I have lived in an area previously that had a 40km/h limit and it was a serious annoyance. People who refuse to drive to the conditions will not be stopped by a reduction in speed limit and there are many suburban streets where it is almost impossible to stick to this speed whereas 50km/h feels more natural. Please do not pursue this change - particularly as my understanding is that the vast majority of people who have responded to the call for community consultation on this have objected to the proposed change. Regards
REQ2024-026671	21/4/24	Just a couple of aspects of the attached report to note: <ol style="list-style-type: none"> 1. There are several hurdles that the report recommends the first; "Area wide of City-wide consultation to determine community support for a 40km/h reduced speed limit. The consultation some 15 months ago did not have the support or residents. The elected members also voted against the lowering of the speed limit via Council motion. The result being that Council has failed the first hurdle so why is Council continuing to push this issue when it is obvious that it does not have community. 2. There are several references in the report that endeavour to support the implementation of a 40kl/m zone. In our view it fails to provide a balanced opinion. As an example; <ol style="list-style-type: none"> a. There are no statistics provided on the City of Holdfast Bay (CoHB). Noting that this is also a hurdle/recommendation in the report in that ; "Collect and review traffic speed and data". Additionally, the are no statistics for the number of accidents that have occurred due to a speeding issue in the CoHB. Why would Council recommend the implementation when the report does not have any data to support a recommendation?

		<p>3. The feedback from ratepayers of Council's that have had the 40kl/m implemented appears to be substantially negative and yet the report fails to provide any analysis of the effect and view of residents after the implementation to those effected Councils.</p> <p>4. The data provided in the report does not appear to provide comparisons that are similar to the CoHB. The Prospect Council which is one of the lead selling points of the report on a comparison. Prospect Council that has a population of 22,272 and an area of 7.81 kilometres. The CoHB has a population of 37,543 and an area of some 13.72 kilometres. Additionally, Prospect Council has a number of main roads that cut through the area these are controlled by State government. As such the Council has no jurisdiction to implement speed limits on these roads. The shape of the Prospect Council is similar to a square where as the CoHB is elongated thereby having longer roads.</p> <p>We question the lack of investigation of the specifics of the CoHB. The report is broad brushed and has little pointed reflection of a 40 kl/m zone specific to the CoHB. To a certain extent it therefore becomes irrelevant.</p> <p><u>Survey process:</u> In the first public consultation undertaken survey questions were not clear and appeared to be ambiguous. In the current survey there is a picture of people in blue t-shirts in a park endeavouring to promote the 40kl/m change. Are they paid Council employees and are the t-shirts paid for by ratepayers? If this is the case why would Council employees being publicly lobbying the public? The current survey the question is asked "Allocate points to the action that are important to you" . What does that mean? If some one is not in favour of the 40 kl/m zone, how do they answer. The structure of the survey provides substantial room for bias and misinterpretation by the ratepayers and Council employees. How about a simple question "do you support a 40kl/m speed limit across the CoHB?"</p> <ul style="list-style-type: none"> • When allocated my 60 points for voting with, I went to the traffic management section where I saw a slide bar. • With the absence of any instructions here, I moved the slide bar carefully to the number 30 points - all whilst holding my finger on the mouse - and noting that this did not show if I was supporting the plan, or against the plan. My natural assumption was that I allocate 30 chosen of points, and then I write for or against. • Upon reeasing my finger on the mouse, the writing appeared that I have chosen 30 points in support of the plan. • I immediately slide the bar back to the left, but could not reach zero points - I was now locked in to supporting the plan regardless of how strongly (points allocation) • This became very stressful and upsetting as I could see how this ill distort the outcome of the survey and could give a untrue impression of support numbers in favour of the plan. • I later found a reset button which allowed me to return to zero, but there is no room for the less experienced in this. • I have sought professional advice from a survey design group, who have clearly told me that this must have been created like this in error, as they always look to avoid this type of misinformation from being harvested/ gathered. <p>The process currently being undertaken is flawed and supports our earlier commentary that the behaviour of the Council administration in this process is questionable. Councillor Miller at the Council meeting questioned the need to reintroduce the 40kl/m zone emphasising that the ratepayers and councillors had settled the matter some 15 months earlier. He also questioned the processes employed by Council in this matter.</p> <p>Just a point of clarification during the meeting as the CEO did you say if Councillors voted to exclude the 40kl/m from the traffic management report that you would not table it to Council again? We seek clarification can you please confirm what you said during the meeting?</p> <p>Questions raised in our earlier email have not been addressed. In order for ratepayers are kept fully informed so that they can make a balanced decision can you please answer the questions. That were:</p> <ol style="list-style-type: none"> 1. Why is there a need to implement a 40klm speed zone across the Council area? 2. What is the source of statistic data to arrive at the recommendation? 3. What are the statistics that are supporting the recommendations in the CoHB? 4. Who is pushing for these changes Councillors or Administration staff? 5. What is the cost of the installation of signage? 6. What is the additional cost of signage maintenance e.g. clearance of foliage? 7. Who is the recipient of monies from speeding fines? <p>We firmly believe that these details should have been researched before any recommendation by Council to ratepayers was undertaken not after a decision has been made. We would very much appreciate an early reply so that we can provide a copy of correspondence to our members during the consultation period. Our perception of the questionable behaviour by Council in this matter still remains unchanged, As a Senior Safety Advisor in South Australia, I am of the firm belief that information is created from data and the data is most effective when it comes from accurate and relevant measurements. Can you please provide all statistics that have led to the decision of pushing for a blanket 40 kph?</p> <p>Yours sincerely</p>
REQ2024-026113	12/4/24	<p>After reading the proposed Movement & Transport Plan, we the undersigned, clearly reject the introduction of a blanket 40km/h speed limit across the Holdfast Bay area as proposed in Section 4.1 of the Draft Movement and Transport Plan 2024-28 noted as "work with State Government to implement a 40km/h area speed limit". We feel that while some streets might benefit from some form of speed restriction, it will not benefit Category A, B or C roads. The reduced speed limit should only be applied as necessary, not a blanket, one size fits all solution. ' Kind regards</p>

REQ2024-026178	12/4/24	I reject the introduction of a blanket 40km/h speed limit across the Holdfast Bay area as proposed in Section 4.1 of the Draft Movement and Transport Plan 2024-28 noted as "work with State Government to implement a 40km/h area speed limit
REQ2024-026210	14/4/24	I don't support a blanket 40km limit over Holdfast Bay
REQ2024-026627	21/4/24	Please be advised the me and my family who live in the Holdfast Bay council area STRONGLY OBJECT to a BLANKET 40 kph speed limit across the Holdfast Bay area. To do this would impose considerable inconvenience to all residents and visitors and is totally unnecessary. PLEASE, LEAVE THINGS AS THEY CURRENTLY ARE. Home owner and resident
REQ2024-026650	22/4/24	My wife and I strenuously oppose the proposed blanket 40 kph speed limit across the Holdfast Bay Area. We feel that the present 40 kph limit in high pedestrian number areas are quite sufficient and safe for everyone.
REQ2024-026583	19/4/24	We would not object to the 40kph being implemented along King George Avenue if council investigations have shown this will reduce the congestion of traffic on King George Avenue. 40kph would hopefully decrease noise levels, particularly for residents living on the western side of King George Avenue, but would question just how much the situation would improve in general. King George Avenue is at present 50kph limit but over recent years with the increased volume of traffic, it has become a speed track, for vehicles and motor bikes, particularly on weekends, it could be questioned how 40kph is going to improve the speeding along this road together with streets on the western side of King George Avenue leading to the foreshore, particularly Downing Street where there are speed humps at 20kph, many vehicles completely ignoring this 20kph limit, particularly motor bikes. It could only be hoped this may deter some of the traffic from coming along this road, therefore safety and noise pollution would improve. As to whether the whole of Holdfast Bay area should be 40kph we would not be in favour of that.
REQ2024-026290	16/4/24	and herewith submit our objection to this proposal
REQ2024-026924	25/4/24	<p>This is a disappointing document which alternates between motherhood statements (transport is already affected by global warming), fatuous statements (by recognising streets as destinations we can reduce the need to travel), and ridiculous ideas (changing roads will get people to walk and cycle more with the objective of improving their health: more about this later). It is not really a movement and transport plan, it basically sets out things that should be considered in future planning that affects travel throughout the city of Holdfast Bay. The basic idea is that any future transport plan should include consideration of five transport principles and four focus areas.</p> <p>The table showing the current transport activities in Holdfast Bay has one glaring omission, it does not include the daily through travels on Brighton Road and other arterial roads to destinations outside the Council area. It is this transport that has more effect on Holdfast bay than anything internal, and has to be integral to . The traffic on Brighton Road is horrendous every day from 3pm onwards, the Council has no control on this traffic but is quite happy to increase the numbers of people accessing this road, eg the new development called Somerton Waters. No one in their right mind would want to live on Brighton Road now.</p> <p>The MTP talks about encouraging the use of electric vehicles to meet future transport needs, but this will have no effect on the numbers of cars and trucks whether they are electric or fuel powered. They will still be needed. People are not going to give up the flexibility provided by ownership of vehicles. Council has no real power to influence consumer decisions on this matter so it should not be a factor in any of their plans. You talk of installing charging stations in various places, but I question who this is for. Most people in Holdfast Bay are within a few km of the most used places, the Jetty Roads, beaches and ovals, so charging is not a priority for them. It would only be used by visitors from outside the area, but my observation is that charging stations are poorly used and prevent other drivers from parking. The net result may be to reduce the commerce of the Bay.</p> <p>The idea that you can in force people to walk or cycle more is ludicrous, You note the high density of people over 60 in the district; do you want them on bikes; the net result will be a greater number of deaths on the roads, counter to Government policy. Already cyclists on footpaths are a big pain for the elderly; they demand their right of way regardless of who is walking there. Have you ever stopped to look at the antics of children (cyclists) on Jetty Road Brighton; there are three who have progressed to electric bikes and I fear that someday they will be seriously injured. The point I am making is that you have to be careful what you wish for, people most probably will have a completely different idea of use of the vehicles they are given. On the idea of walking within 1 km of your destination, do you expect people (especially the elderly) walking to a supermarket and carrying several bags home; they will use a motor vehicle for this and any other shopping. Time taken is also a factor in their decisions.</p> <p>There are lots of statistics that are pulled out of the air with no justification. 45% of people will require support is the outstanding example.</p> <p>The most important part of the document is the coloured map of the district showing the roar usage. There is no proper discussion of what this means in terms of how we use the place, what are the most significant problems in these roads, all of which should be the guide to where we go in the future. This map is surrounded only with the motherhood statements that I referred to at the beginning of this email) . Missing in this document too is how you should balance the competing usages, how do you balance the health of people with the needs for efficient transport, there is no guidance.</p> <p>Innovation is another topic over which the Council has miniscule control so why is it brought up. The transport industry is where innovation will be developed to improve transport efficiency, not Council. and it will occur when and where it leads to benefits for the transport company.</p> <p>On basic principles of documents, the executive summary is a listing of the outcomes of the work to inform the executive whether he/she should read it. The executive summary you have written does not do this but rattles on about general principles. The thing that you have actually achieved is a map of current usage of the roads in the district to guide future plans for transport development, and you should list the plans currently under development.</p> <p>I could go on, there are many more points I could raise about this work, but it takes too long sorting through your document. It is mostly bureaucratic nonsense which at the end of the day will support any decisions that Council makes. I am happy to discuss these matters further with you if you wish.</p>
REQ2024-025752	8/4/24	Please see attached for feedback on Movement and Place draft plan.
REQ2024-025832	9/4/24	Good morning, As I am unable to access your survey regarding speed limits I wish to register my objection to any change in the existing limits, it is difficult to remember the speed limits applying without changing from one limit to another, e.g. Dunrobin Road, Brighton after leaving the City of Holdfast Bay zone the limit would increase to 50kph.

		The cost to change & add a very large number of street signs would add to Council's financial problems. I am also aware that you intend to levy all ratepayers \$150 annually for the next three years to cover the cost of an upgrade to Jetty Road, Glenelg, this is outrageous as clearly the Council is incompetent financially allowing this precinct to deteriorate over many years without remedial action earlier. Regards
REQ2024-026013	11/4/24	Comment on Draft Movement and Transport plan. As a resident and ratepayer, I make the following comment: Section 4.4 Table 7 on road widths versus parking is ambiguous, and will cause unnecessary debate. For example, as the wording of the draft Table 7 stands: A road of 7.2 metre width for single lane roads could be interpreted as either one or two sides on-street parking, for both one way and two directional traffic. To correct this, the range for two sides on-street parking should be specified as 'greater than 7.2 metres', not '7.2 metres+', as the latter can be interpreted to read '7.2 metres or greater.' The same argument applies for two lane roads. These corrections are also consistent/compatible with the increasing vehicle sizes on all of our roads. Regards,
REQ2024-026350	17/4/24	Thank you for the opportunity to provide feedback on the plan. I understand that this is a high level strategic plan and that detail will follow. However, I found the document to be a very "fluffy" document. It has more effort in presentation than substance. The high priority actions are about creating more documents with plans and reports. I would prefer some genuine actions that actually impact transport. The head statements are right. We need a sustainable plan that meets the needs of our citizens. These are well articulated, albeit obvious. I would like to see the plan set out a 2, 5, 10 and 20 year goal with some on the ground actions, not more reports. Realistically the council has limited resources so lets be. Realistic about what Council can deliver and then put it in the plan. This document does not tackle the money side. No good having a plan if you have no money. This Council has shown little commitment to transport. I have previously indicated my disappointment in how much of the Council budget is allocated to roads and infrastructure. Far too much directed to sport. Thank you for the chance to comment
REQ2024-026353	17/4/24	Firstly you should prioritise your rate payers, those that support you. Businesses supported should reflect this. How many of brighton jetty business are locals and what do brighton residences say about sat mornings? Similarly there are key priorities, morphet rd tram intersection (i believe is being addressed) in saying this reducing roads means more public transport use. Increasing and encouraging just means more cars and the problems. Brighton rd is becoming congested and you already know the difficulties between say the oval and Anzac. Seas already wash over the rocks in winter with flooding in that appalling development at the northern end of glenelg. Approval of a high rise on seaview will cause parking issues for residents in the area(i feel your more profits over people orientated). So i would support the residents you have with more residential parking, reduce the load, eg slowing walking zones, malls etc (including testosterone driven cyclist on the esplanade) making it difficult to drive encourage a park n ride approach enhancing our environment with more trees and parks(less lawn) show casing so we have a future for our kids..its not all about build build build, we have 6 significant trees left under your watch. Its your decisions that trash our environment. Be strong and make a better change
REQ2024-026369	17/4/24	Another nice glossy production which once "approved" will gather dust on some shelf somewhere until Council needs to bring it out to support some project that impacts residents. Needs a "front page" with all the items that will have an impact on residents at some stage ie parking and road widths, so that I don't have to read through all the "flowery stuff" that just takes up time! No I don't want to join up or create an account!
REQ2024-026440	18/4/24	I am strongly opposed to the 40kmh area speed limit. The draft <i>Movement and Transport Plan</i> is the latest foray by the City of Holdfast Bay in its ongoing war on private vehicle ownership. As with its consultation in 2022, Council has failed again to provide evidence - this time in relation to the reduction in carbon emissions (p23) or improved safety for local streets (p27). With respect to climate change, Council continues to promulgate the UN inspired nonsense of a climate emergency. Once again, Council provides no evidence of any climatic event that demonstrably proves climate change is affecting our city The draft Plan claims that road transport accounts for 30% of the city's community emissions: How has this figure been calculated? What were the assumptions used in the calculation? How much of this figure of 30% is attributable to private cars owned by residents of Holdfast Bay council? What will be the reduction, in both percentage and absolute terms, on quantum of community emissions due to reducing the speed limit to 40kmh? What percentage of annual global carbon emissions is generated by road transport in the Council area? With respect to improved safety on local streets: What is the evidence that it will reduce the incidence of accidents on our local roads? Where is the accident log that demonstrates the need for speed restrictions? How many accidents will be prevented by lowering the speed limit? How many fatalities / serious injury / minor injury / near misses will be circumvented on account of this measure to reduce speeds to 40 kmh? What will be the additional traffic flow onto Brighton Road, Oaklands Road and Diagonal Road as a result of this measure? What will be cost of the communications program to educate drivers to the rule change? What will be the cost of roadside signage to inform drivers of the new speed limit? Furthermore, the proposed 40 kmh speed limit will create endless opportunities for speeding fines. Finally, as was the case in 2022, where is the overwhelming public outcry calling for this measure? No-one is stopping me in the street complaining about the speed limit!

		The first step in good governance is evidence-based policy, which is sorely missing in the draft <i>Movement and Transport Plan</i> . kind regards
REQ2024-026390	17/4/24	To the council We are writing to object to a proposal for a 40km/h speed limit across the Holdfast Bay area. Apart from the worsened traffic congestion this would cause, it is completely unnecessary. We do support the existing 40km/h limit in Jetty Road, which is an area thick with pedestrians. This is not the case elsewhere. Kind Regards
REQ2024-026520	18/4/24	We strongly object to a blanket 40kmh speed limit.
REQ2024-026967	26/4/24	Refer attached handwritten letter
REQ2024-027694	8/5/24	Great to chat to you today and thank for bringing to my attention the council's draft Movement and Transport plan. As you know I am a resident living in Francis Street North Brighton and am contacting you regarding the proposal of reducing the speed limit on local roads to 40kph. Unfortunately I missed the community consultation period so I hope my feedback can still be considered. Having lived on Francis Street for over 16 years we have always valued the safety of having a quiet street where families of all ages can enjoy getting out and about without the risk of traffic incidents. Unfortunately since the addition of the X Convenience service station at the end of our street on Brighton Road we have noticed an increase of vehicles as well as increased speeds of drivers. I did contact yourself and the council last year about my concerns and was provided with a detailed report from a helpful staff member who said the change in vehicle use wasn't enough to justify the spend on traffic calming solutions such as chicanes or speed bumps. I can appreciate the council has a limited amount of resources and must prioritise its spending so took this on the chin. The islands that have been installed at the intersection of Francis Street and McArthur Avenue have helped somewhat with people cutting the corner but the issue of vehicles speeding has not changed. Now that I have been made aware that the option of reducing the speed limit to 40 is being considered I see this as an excellent alternative to the above mentioned measures for our local streets. Very little cost is involved in erecting signage over speed bumps, and it would be a less resource intensive undertaking. I am also concerned that the same issue will arise for Cecelia Street when the new MacDonalds is operating and many drivers will cut through there to access the restaurant. I am aware your family has been a part of the North Brighton community for a long time so I am sure you would appreciate the importance of calming the traffic to ensure the safety of our kids when they travel to and from school. There are also many older people on our street who would be safer with a reduced speed limit. And the knowledge that vehicles would be made to drive more slowly would encourage more people to walk, ride bikes and scooter, and be outside which is great for their physical and mental wellbeing. This also aligns with the council's Movement and Transport Principles of having a more active and sustainable city as people might be more inclined to avoid using their cars for local trips if the traffic was calmed. I hope this will be considered in the review process as it would give so many parents and other residents peace of mind, and would be a cost effective way for council to manage local traffic. Many thanks
REQ2024-026616	20/4/24	Further to information provided to me by the Holdfast Bay Resident's Alliance, this is to advise that I OBJECT to a blanket 40 kph speed limit throughout the City of Holdfast Bay.
REQ2024-026792	23/4/24	I absolutely reject the introduction of a blanket 40km/h speed limit across the Holdfast Bay area as proposed in Section 4.1 of the Draft Movement and Transport Plan 2024-28 noted as "work with State Government to implement a 40km/h area speed limit". Regards,
REQ2024-026770	23/4/24	BRIGHTON ROAD LONG TERM PLAN My wife and I have lived in Kingston Park for 20 years. [REDACTED] grew up in Killcare on the Central Coast of NSW and I grew up in Coogee in Sydney's Eastern Suburbs. We watched in both areas the destructive force of unrestrained 'Development' by developers with largely a profit motivated direction without elected Council restraint or guidance. The result was the loss of community and livability. We chose our present location because of its closeness to the sea which for most Australians provides a sense of well being through the provision of physical activity, community involvement and indeed spiritual growth. Brighton Road is like an artery through these communities. What is now required is a community heart in this area. Jetty Road Brighton does provide some potential but the existing traffic flow on Brighton road does not allow a community heart to develop in the area from the rail crossing to Scarborough Rd (where a whole new branch of the community is proposed). The Prospect Council has achieved a Community Heart by managing traffic on its Artery and this can be achieved in our area with the same Council creativity, vision and guidance.
REQ2024-027027	28/4/24	To Whom it may concern, We apologise that this submission is a little late. One of our members had some correspondence with your James Mitchell (Engineering) who indicated our submission may still be accepted, Thank you for your consideration Yours Sincerely
REQ2024-026903	24/4/24	Hi, I'm afraid I may be late to offer my thoughts, but I wish it to be known that I object to a blanket 40 speed limit zone in the whole of the Holdfast area. I wouldn't object to certain narrow streets, school zones, high pedestrian areas having a 40 limit. Being a local resident and aware of my surroundings I would usually only drive at about 40 in these areas anyway. And whilst I despair of drivers speeding on our street (Wattle Ave), those drivers who don't adhere to speed limit now won't have any respect for a 40 limit. King George Ave definitely shouldn't be a 40 zone, nor should any other significant Rd, eg Whyte St, Tarlton, Is this another revenue raising initiative? I thought that the last time this subject came up there was a significant number of residents against the proposal. I certainly made my thoughts clear at the time. A blanket 40 zone in Holdfast Bay Council area is not a good idea! its just crazy! cheers
REQ2024-026674	22/4/24	Good afternoon, Please find attached feedback for the Draft MTP on behalf of the committee of Bike Adelaide,

		Regards,
REQ2024-026653	22/4/24	Attached petition
REQ2024-026663	22/4/24	Please be advised that I strongly object to a Blanket 40 kph speed limit across the Holdfast Bay area. Home owner and resident.
REQ2024-026818	23/4/24	<p>Dear Sir/Madam</p> <p>Re: Invitation to respond to the City of Holdfast Bay 'Draft Movement and Transport Plan, 2024-2028'</p> <p>Thank you for the opportunity to respond to the City of Holdfast Bay '<i>Draft Movement and Transport Plan, 2024-2028</i>' sent to me last week. As a resident of the City for the past 70 years, I am well aware of the transport, land use and movement developments in this area. As an invited participant in initial public consultation discussions in 2018 and 2019 , regarding the '<i>HBC Integrated Transport Study</i>', I am glad to finally see the results of the research undertaken over the past six years and offer the following comments for your consideration.</p> <p>In essence, I believe this '<i>Draft Plan</i>' offers little or no constructive direction to future decision making and action, at an Elected Member or administrative level, on matters regarding transport and movement in the Council area. It is essentially observational and passive and much of it could readily relate to other coastal councils in the Adelaide metropolitan area, rather than provide a specific blueprint for the HBC community and context. It does very little to advance our understanding of related matters beyond what the '<i>Integrated Transport Study</i>' proposal submitted to Council told us 6 years ago.</p> <p>Rather than offer any leadership, this <i>Draft Plan</i> is passive and lacks the courage required to specify how to address the key issues and the actions the Council (and other spheres of Government) should take. If the aim of the plan is to identify those key issues and recommend how they should be addressed, it only partially succeeds on the former and not at all on the latter. Most of the 'actions' identified in the related Council website are timid and procrastinating rather than definitive.</p> <p>The document expends more time on 'principles, trends and visions' as it does on offering the Council a touchstone master plan for future decision making and action. Context setting is important, but most of that is at the expense of highlighting what the key needs and issues are and how they should be addressed. For example, not simply identifying east west traffic movement in the Council as a problem, or that 'rat running' on Seacliff and Brighton backstreets will increase rapidly with the Seacliff Village development, but rather provide clear directions on how the Council could and should resolve these problems. Six years on, none of the issues raised in the document are new to the residents of HBC; they are, however, none the wiser, given this document, as to how they should and will be resolved.</p> <p>There are a multitude of considerations when developing an integrated transport plan for a City, such as this. It is a complex matter. However, as a community leader, Council needs to identify what the biggest problems and issues are and will be, and invest appropriately in those that will generate the best return to our community. It is those key, specific issues and practical strategies for their resolution that should have been the focus of this study, rather than spend the past 6 years preparing a <i>Plan</i> that tells us what we already knew at the outset. These include, but are not limited to the following:</p> <ul style="list-style-type: none"> - Firstly, the need to resolve the Hove crossing over/underpass impasse. This is clearly, the most serious impediment to traffic flow on Brighton Road, the major thoroughfare in HBC and is becoming worse. It needs close Council advocacy and leadership in partnership with State and Federal Governments to secure appropriate funding to break this deadlock. This represents, the biggest obstacle to traffic movement through the City which needs urgent attention if any of the vision and principles in this <i>Draft Plan</i> are to be realised. Fixing the crossing, would provide the single most important improvement to traffic flow in the City and should therefore be a key focus of this <i>Plan</i>. - Secondly, large parts (usually the older sectors) of the Council area have back streets that are far too narrow to safely and efficiently accommodate the current, let alone projected traffic volumes. References in the <i>Draft Plan</i> to the possibility of imposing traffic speed reductions will only work if the Council introduces speed humps on select north/south streets west of Brighton Road and thereby reduce speed limits to 40km/h. Imposing a blanket speed limit without forcing vehicles to decelerate will not work unless the Council and/or police also dedicate the resources necessary to regulate speed. Providing details on how, for example, Council should manage the impact of the Seacliff Village development on the already overcrowded and dangerous backstreets of Seacliff and Brighton would have been a critical and useful inclusion in this <i>Draft Plan</i>. - Thirdly, the 'principles' guiding this <i>Draft Plan</i> are sound and relevant. One critical omission, however, is the tenet of 'compatibility'. It is essential, that whatever traffic and movement infrastructures and modes are proposed, they should be able to co-exist in harmony. For example, the current plethora of pedestrians, cyclists, joggers, scooter riders, pets on and off leads, boat launches etc on the Coast Path occur without any regulation by Council. Each individual activity is tolerable, but combined, such multi-use results in a free for all that is high risk. Given the demographic profile of the City, its 'most common age group', is particularly vulnerable to such incompatibilities. In the absence of any visible regulation of these activities by Council, you have no real appreciation of the conflict between these activities nor do you administer any consequences for their non- compliance. <p>Similarly, the Council should not build infrastructures, or approve or engage in activities that attract large numbers of people to the City, who often reside outside of the Council area but don't contribute to its funding. Building a new kiosk in Kingston Park, for example, in an area that already had extremely limited car parking, was both negligent and unnecessary. Council should remedy the critical and ever- growing shortage of car parking in the zone from Wattle Avenue, Brighton to Marino, that they have been well aware of at least since 2019. They should do this by, <i>inter alia</i>, creating more car parking spaces within the Brighton and Seacliff Caravan Park, rather than forcing vehicles into narrow, already congested backstreets.</p> <p>Making specific recommendations on what Council should not be doing, therefore, should also feature in a revised <i>Draft Plan</i> and that includes not adopting strategies that are only designed to be economically expedient.</p> <p>The inaction of Council on this matter are mirrored, for example, on the numerous iterations of a <i>Kingston Park Recreation Park 'Master Plan'</i>. There is a clear interdependence between those proposals and those of this <i>Draft Plan</i>. Again, without significantly increasing parking in for example the Seacliff Yacht Club carpark in the form of, for example, a two storey carpark, will only, again exacerbate a known and growing problem.</p>

		<p>It is the local residents of the City of Holdfast Bay whose daily lives are most impacted by Council's management of land use and movement. We trust that it won't take another six years to see some tangible improvements to the well-known issues we face. This <i>Draft Plan</i> currently lacks both the foresight and commitment to do that. Instead, it is intent, again, on 'kicking the can down the road', avoiding upsetting anyone or committing the required resources to well-known priorities.</p> <p>I would be happy to discuss related matters with you and look forward to your response shortly.</p> <p>Your sincerely</p>
REQ2024-026715	23/4/24	<p>Dear Sir(s),</p> <p>There appears to be mention in the above Plan of introducing a blanket 40Km/h speed limit within all of the City of Holdfast Bay. My comments are as follows:</p> <ul style="list-style-type: none"> • Without physical changes to the road and street environment, such a low general limit is unlikely to achieve high levels of compliance. • There are parts of the road network within the City which are busy roads such as Jetty Road, Brighton east of the level crossing, King George Avenue, Edwards Street and many others where a 40 limit is unlikely to be respected. • With what would appear to be low levels of speed enforcement now, just putting up signs is unlikely to achieve overall lower speeds, if they are really necessary? • What is the actual evidence that lower speed limits are needed? I am unaware of there being a significant number of pedestrian or cycle casualties within the City. <p>Feel free to contact me to discuss further, as in a previous life I worked in these areas. Although there have been claims that lower speeds reduce casualty crashes, the reality is that most such crashes involve a vehicle travelling well in excess of the existing posted limit. Only high levels of enforcement are likely to change behaviour. It is generally accepted that the chance of an offender being caught speeding is around one in 300 instances. Research indicates that until this chance is reduced to around one in twenty, high levels of compliance will not be realised. Just putting up signs has little effect on behaviour of the offenders without adequate enforcement.</p> <p>Regards,</p>

Movement And Transport Plan

Title/Question: Choose your priorities

Report Date Range: 4 Apr 2024 - 25 Apr 2024

Date Exported: 19 May 2025 04:38 pm

Contribution ID	Date Submitted	Walking and Cycling Plan (WCP)	40km/h area speed limit	Parking policy and procedure	Brighton Road corridor improvements	Develop a road network safety plan	Safe school's traffic management program	Alternate transport technology framework	Pursue opportunities to support MaaS trials	Precinct-based review of local area traffic management	Investigate improvements to the Esplanade and coast path	Advocate for improved public transport services	Communication and education with changes to parking arrangements
9514	Apr 25, 2024, 05:16 PM	5	5	2	30	0	0	5	5	5	3	0	0
9512	Apr 25, 2024, 01:58 PM	0	0	0	50	0	0	0	0	10	0	0	0
9506	Apr 24, 2024, 10:55 PM	30	8	0	0	2	0	10	2	1	5	2	0
9502	Apr 24, 2024, 07:20 PM	20	20	0	0	0	0	20	0	0	0	0	0
9496	Apr 24, 2024, 11:59 AM	0	0	20	0	0	0	0	0	0	20	20	0
9490	Apr 23, 2024, 01:24 PM	10	10	0	10	0	0	0	10	10	0	10	0
9489	Apr 22, 2024, 10:57 PM	5	0	0	35	5	5	0	0	0	0	10	0
9485	Apr 22, 2024, 05:16 PM	5	0	5	10	5	5	0	5	10	10	5	0
9480	Apr 22, 2024, 03:14 PM	20	0	0	20	0	0	0	0	0	20	0	0
9476	Apr 21, 2024, 03:52 PM	0	0	5	30	0	0	0	10	0	0	15	0
9473	Apr 19, 2024, 03:28 PM	10	20	0	5	5	0	0	0	10	5	5	0
9466	Apr 18, 2024, 02:22 PM	20	0	0	40	0	0	0	0	0	0	0	0
9462	Apr 18, 2024, 12:32 PM	10	0	0	11	0	0	5	0	8	0	21	5
9461	Apr 18, 2024, 11:58 AM	0	26	0	11	0	0	0	0	23	0	0	0
9459	Apr 17, 2024, 10:53 PM	10	0	2	5	1	17	0	6	6	4	5	4
9458	Apr 17, 2024, 07:57 PM	0	0	0	40	0	0	0	0	0	0	20	0
9455	Apr 17, 2024, 07:25 PM	5	0	5	10	4	10	5	3	8	5	5	0
9454	Apr 17, 2024, 07:22 PM	5	0	6	10	5	10	5	2	7	5	5	0
9452	Apr 17, 2024, 03:08 PM	0	0	20	30	0	10	0	0	0	0	0	0
9451	Apr 17, 2024, 02:08 PM	10	0	0	30	0	0	0	0	10	0	10	0
9450	Apr 17, 2024, 12:19 PM	6	0	11	12	0	5	0	4	5	10	5	2
9449	Apr 17, 2024, 11:55 AM	0	10	10	30	1	2	0	0	2	0	5	0
9447	Apr 16, 2024, 10:21 PM	30	30	0	0	0	0	0	0	0	0	0	0
9446	Apr 16, 2024, 09:33 PM	15	5	0	10	5	10	5	5	0	0	5	0
9445	Apr 16, 2024, 08:34 PM	15	0	5	10	0	0	0	0	10	15	5	0
9443	Apr 16, 2024, 07:53 PM	0	0	0	30	0	0	0	0	0	20	10	0
9435	Apr 15, 2024, 09:42 PM	5	0	5	10	5	5	5	0	10	5	10	0

9434	Apr 15, 2024, 08:35 PM	19	0	0	19	0	0	0	3	0	19	0	0
9433	Apr 15, 2024, 05:17 PM	15	0	0	0	10	10	0	0	15	0	10	0
9432	Apr 15, 2024, 04:47 PM	20	0	0	0	12	0	0	0	13	15	0	0
9431	Apr 15, 2024, 04:40 PM	15	0	0	5	5	10	5	0	10	0	10	0
9430	Apr 15, 2024, 04:32 PM	0	1	1	15	2	10	1	8	6	12	3	1
9428	Apr 15, 2024, 03:11 PM	0	2	10	18	8	0	0	0	17	0	5	0
9426	Apr 15, 2024, 01:45 PM	0	0	0	30	0	0	0	0	25	0	5	0
9425	Apr 15, 2024, 01:23 PM	0	0	0	30	0	0	0	0	0	30	0	0
9424	Apr 15, 2024, 12:58 PM	0	0	0	20	5	30	0	0	5	0	0	0
9422	Apr 14, 2024, 06:04 PM	30	10	0	10	0	0	0	0	0	10	0	0
9419	Apr 14, 2024, 11:58 AM	10	25	0	5	0	0	5	5	0	5	5	0
9417	Apr 13, 2024, 04:44 PM	0	30	0	20	0	10	0	0	0	0	0	0
9416	Apr 13, 2024, 10:23 AM	15	0	0	15	0	10	0	0	0	10	10	0
9413	Apr 12, 2024, 01:42 PM	4	0	5	10	2	4	5	7	10	5	3	5
9412	Apr 12, 2024, 01:36 PM	5	0	5	5	5	5	5	10	5	5	5	5
9410	Apr 12, 2024, 11:41 AM	5	20	5	10	0	0	5	0	5	10	0	0
9409	Apr 12, 2024, 10:53 AM	5	1	5	16	5	5	0	0	5	7	6	5
9407	Apr 11, 2024, 09:38 PM	20	0	0	20	0	10	0	0	10	0	0	0
9406	Apr 11, 2024, 07:58 PM	0	0	0	0	0	40	0	0	10	0	10	0
9405	Apr 11, 2024, 05:32 PM	0	0	5	15	0	10	0	0	0	10	15	5
9402	Apr 11, 2024, 03:56 PM	31	0	1	28	0	0	0	0	0	0	0	0
9397	Apr 11, 2024, 02:33 PM	0	0	0	0	0	60	0	0	0	0	0	0
9396	Apr 11, 2024, 02:33 PM	0	16	0	17	0	9	0	0	18	0	0	0
9395	Apr 11, 2024, 02:05 PM	15	0	0	15	0	0	0	15	0	15	0	0
9394	Apr 11, 2024, 12:41 PM	15	0	0	10	0	10	0	0	0	10	15	0
9391	Apr 11, 2024, 11:22 AM	31	0	0	0	0	0	14	0	0	15	0	0
9390	Apr 10, 2024, 07:14 PM	15	5	0	0	10	0	0	0	0	5	25	0
9389	Apr 10, 2024, 06:55 PM	0	0	0	60	0	0	0	0	0	0	0	0
9386	Apr 10, 2024, 09:58 AM	0	31	0	0	0	0	0	0	29	0	0	0
9384	Apr 10, 2024, 07:14 AM	0	10	0	40	0	3	0	0	5	1	1	0
9381	Apr 09, 2024, 12:21 PM	26	17	0	0	0	0	0	0	0	17	0	0
9378	Apr 08, 2024, 11:06 AM	0	35	0	0	0	0	0	0	25	0	0	0
9374	Apr 06, 2024, 05:23 PM	0	0	5	30	0	0	5	0	0	20	0	0
9368	Apr 05, 2024, 04:02 PM	12	10	0	0	0	0	20	0	0	18	0	0

9364	Apr 05, 2024, 09:25 AM	0	20	6	6	0	8	0	0	20	0	0	0
9361	Apr 05, 2024, 05:54 AM	0	10	30	0	0	0	0	0	20	0	0	0
9359	Apr 04, 2024, 08:08 PM	10	0	0	5	0	20	5	5	0	10	5	0
9356	Apr 04, 2024, 02:12 PM	25	0	0	0	0	25	2	0	0	0	8	0
9353	Apr 04, 2024, 12:28 PM	0	0	20	0	0	40	0	0	0	0	0	0
9352	Apr 04, 2024, 11:07 AM	0	0	0	0	0	0	60	0	0	0	0	0



PETITION: Movement & Transport Plan 2024-28

To: Chief Executive Officer, City of Holdfast Bay, PO Box 19, Brighton SA 5048:

Head Petitioner: Maurice Dunstan [REDACTED]

Topic: We the undersigned clearly reject the introduction of a blanket 40km/h speed limit across the Holdfast Bay area as proposed in Section 4.1 of the Draft Movement and Transport Plan 2024-28 noted as "work with State Government to implement a 40km/h area speed limit".

All hand written details in the below table must be legible for signatures to be valid

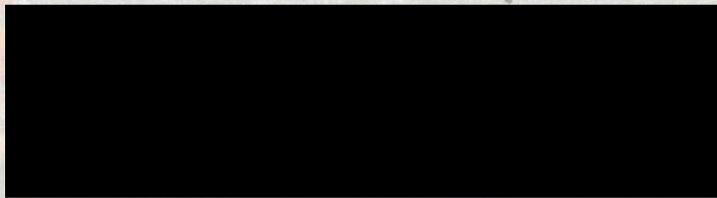
No.	Full Name	Full Address	Signature	Date
1	[REDACTED]	[REDACTED] Hove St 5048	[REDACTED]	22/4/2024
2				
3				
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11				
12				
13				

Upon presentation to the City of Holdfast Bay this petition will become a public document

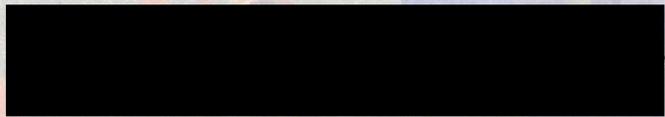
reach the end of Martland Terrace
and turn along Marine Parade, a
narrow one way street with no
footpaths.

Martland Terrace should not
be designated a "feeder street"
It is residential and only
necessary traffic should use it.

Please limit traffic use + speed
before a pedestrian is hit.



Seacliff



We fully support a 40km speed
limit within Holdfast Bay Canal area.

Traffic Management Plan. FRIDAY 26 April 24



To Whom it may concern:
Sorry these comments are beyond the
cutoff date. We have been away.

We are long time residents of Martland Terrace
and are alarmed at the increase of
volume and speed of traffic using this
street.

Many pedestrians and cyclists use this
road. People walking dogs and children
going to school or kindergarten. Please
note there are two kindergartens on
Martland Terrace.

The section of the street west of
the railway line should be local traffic
only, there is no direct access to
the beach and drives often

Movement and Place feedback from [REDACTED] resident.



Brighton Post Office 2024



Brighton Village re-imagined (Prospect 2024)

A vibrant, tree lined Brighton Rd streetscape with great cafes and interesting shops compared to the current 1950's tired, uninspiring, baking hot Brighton Rd from Hove railway crossing to Edward Street.

What is needed for Brighton and Hove?

Council to produce a masterplan to achieve a vibrant modern streetscape. Shaded from the sun with trees, spaces to gather for workers, locals and visitors. Safe active transport lanes and four storey shop top housing with views to Adelaide Hills and Holdfast Bay.

What isn't desirable is more of the same and ad-hoc development which is already happening in the subject area.

Specifically the Brighton/Hove masterplan should include the following:

- No more traffic lights
- A less divisive road east and west
- Tree lined boulevard
- Separated active transport lane
- Shared zone signs from junction of Brighton Rd and Seacombe Rd to Hove Railway Crossing
- Shared zone road surface treatment to alert motorists of changed conditions
- Ultimately removal of traffic lights
- An active transport tunnel to connect east and west Brighton
- Shade trees from Hove railway crossing to Edward st
- Public amenity for people to gather and relax with friends

Below is a vision for how New Brighton Village could unfold over the next ten years.

Brighton Vision

Imagine you are in 2034. Brighton village is unrecognisable.

There are EV charging stations, autonomous vehicles, a new beachy vibe. Brighton Road is lined with shade trees. Interesting shops keep popping up alongside places to meet friends. And it will only get better.

Imagine riding your bike or your e-scooter safely down a dedicated cycleway on Brighton Road.

You're on your way to the shops and roof top gym with views to Adelaide Hills and the Gulf of St Vincent. But first you stop to meet a friend for coffee at one of the new streetside cafes below a multi-storey apartment building.

The breeze in your hair. Not a care in the world because the cycleway is separated from Brighton Road and is lined by trees.

A boulevard of beach living dreams come true.

The gym you're going to is on the eastern side of Brighton Rd. As you approach Woolworths where you will do some food shopping after gym, you turn right and down a ramp into the active transport tunnel. On the other side you emerge in front of the new independent cinema before turning left to an apartment block where you park and lock your bike before catching the lift to the Foster Fitness indoor/outdoor gym and spa.

As the lift takes you to the fourth floor you think it was only the previous night you were watching a movie with friends then having a cocktail on the cinema terrace. Only a few years prior you couldn't even contemplate sipping a drink, laughing with friends while looking out to sea from above Brighton Rd. The moon shining across the water was mesmerising.



On Wednesday night you will meet friends for dinner in a brand new three storey building where the old post office used to be with its lonely tree growing out of a neglected patch of grass. Across the road where the chicken shop was is an apartment building with shops below. One of your friends lives there in a lovely new apartment. She doesn't have a car because she is in walking distance to everything, she needs including the new transport shelters which tell her when the next electric people mover arrives to whisk her quietly to Marion Shopping Centre and beyond.

Below are some quick facts about Brighton Rd from Department of Infrastructure and Transport (D.I.T.)

1. Average vehicle movements/day 35,000
2. Low level of heavy vehicles and through traffic
3. Mostly local and commuter traffic
4. Average speed 26 kph to maximum of 48 kph.
5. Between Hove Crossing and Foodland a set of traffic lights every 200 metres on average
6. Majors Rd off ramp will reduce traffic numbers in 2026
7. North South freeway upgrades will further reduce traffic numbers from 2030.
8. Single Lane roads in both directions can move up to 25,000 to 28,000 vehicles a day.

What do D.I.T. facts suggest?

The importance for Council to work hand in hand with D.I.T. to determine vehicle movement numbers when traffic is diverted away from Brighton Rd.

If vehicle numbers drop to 29,000 or lower Brighton village can become a two lane carriageway. Thereby creating space for active transport lanes, shade trees and public amenity.

A more people friendly road that connects east and west Brighton.

Who Am I?

Over the past two years I have with colleagues discussed with Council and D.I.T. a road design based on a very successful scheme in the UK.

Poynton de-regulated their high street and removed traffic lights. These actions re-invigorated the township and moved 30,000 vehicles approx daily in shorter or a similar time because the traffic flowed better.

Roundels which mimic roundabouts but aren't raised are used to direct traffic. D.I.T. visited Poynton in 2023 and told us they work very well as a traffic management tool without the need for traffic lights.

Thankyou for the opportunity to provide feedback.


Holdfast Bay resident

"May sustainable transport systems be at the heart of Adelaide's success as a people-friendly and environmentally responsible city."

James Mitchell
Manager Engineering
Draft Movement and Transport Plan Project Team
City of Holdfast Bay
By email: jmitchell@holdfast.sa.gov.au
cc: mail@holdfast.sa.gov.au

22 April 2024

City of Holdfast Bay's Draft Movement and Transport Plan 2024-28

Bike Adelaide appreciates the opportunity to comment on the City of Holdfast Bay's Draft Movement and Transport Plan 2024-28 (the Plan).

Bike Adelaide has recently reviewed metro Adelaide council's strategies/plans for active transport and integrated transport. While almost all councils have or had such plans, it is not always clear which councils are actually delivering such strategies and how. We do note, however, that the City of Unley has committed funding in their 5-year strategy

(<https://www.unley.sa.gov.au/files/assets/public/v/1/council/about-the-council/unley-walking-and-cycling-plan-2022-2027.pdf>). We urge the City of Holdfast Bay to review past documents, with particular focus on Unley's plans and implementation, and adapt best practice to local conditions.

1. Overall we support the Plan, particularly alignment to the principles stated in 1.4. We suggest adding emphasis on independent transport options for young people, under 'Active and Sustainable', not just active ageing/ageing well. We also suggest emphasising the need for a 'well-planned network of diverse transport options for business and freight' and that consideration of adjoining councils' routes/transport plans should be made.
2. We agree with focus areas at 1.5. However, as above, emphasis is needed on social inclusion for all ages, and expressly include young people. There is growing evidence that young people are seeking alternative transport options to car ownership because of economic, social and environmental factors, and also delaying acquiring a drivers license or a private car.
3. At 2.1 we suggest including an infographic highlighting Holdfast Bay becoming the first LGA to implement a subsidy for e-bikes and cargo bikes. This demonstrates potential for more future leadership in sustainable transport.
4. At 2.2.7 we advise avoiding the term 'vehicles' when meaning 'cars' or 'motor vehicles'. Bikes, scooters and PMDs are all vehicles and have rights to use public paths and roads.
5. At 'Future of travel', there is no mention of contemporary high rates of car-dependence for journeys to school and low rates of active transport for children. Increasing congestion and vehicle size/weight necessitate a need to make these journeys safer or they will exacerbate the feedback loop of poor perceptions of active transport safety (from

cars) causing more parents to chauffeur children. 'Future of travel' should state a clear aim to increase active transport journeys to school and set a percentage target.

6. Also at 'Future of travel', we contend that increased congestion actually *suppresses* participation in active transport because it makes it less safe to use roads. Road congestion does not directly translate to increased demand for AT; it is generally politically more feasible to implement improvements to AT *before* congestion reaches critical levels, therefore improvement should focus on reducing car movements. Generally across Adelaide, the trend has been increased congestion resulting from post-COVID return to work, during which period people were discouraged from using public transport. Public transport patronage has not yet returned to pre-COVID levels, while road congestion increased by over 16% compared to 2019. Rates of cycling and public transport patronage have both demonstrated decreases over that same time (as congestion worsens bus network reliability, and road safety for cyclists).

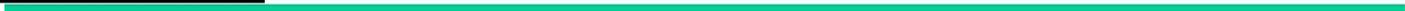
7. We question whether City of Holdfast Bay is prepared, or if preparation is required, for the imminent legalisation of privately-owned e-scooters. The Plan does not yet indicate how council will handle the demands they place on active transport and street infrastructure. This is of particular importance, given that e-scooters have not been trialled in the city and have not tested their regular use on city paths and streets.

8. At 4.1 we support a lower default urban speed limit in residential areas to 40kph, and support further reductions in high pedestrian activity areas e.g. main streets. The text on action regarding school traffic management would be better phrased as "encourage active transport through improved safety and accessibility to educational facilities"; this flips the comment to promote safe and independent active travel and de-emphasises car journeys to school as a default. The Plan should set a target for journeys to school, for example, 30% journeys by 2030 citywide (30 by 30).

9. At 4.2 we support the suggested actions but the Walking and Cycling Plan should be tied to budget allocations. In this regard, City of Unley provides a useful and achievable example of ongoing budget allocation set against established priorities. Moreover, clearly stated milestones and key performance indicators are needed to demonstrate efficacy of the strategy.

Bike Adelaide would welcome the opportunity to have ongoing participation in the development of the Walking and Cycling Plan.

Regards,

A solid black rectangular redaction box covering the signature area.

Attachment 4

Item No: 10.1.1

Subject: PETITION – MOVEMENT AND TRANSPORT PLAN 2024-2028

Summary

A petition has been received from Mr Maurice Dunstall, President Holdfast Bay Residents Alliance. Mr Dunstall lodged the petition on behalf of the Holdfast Bay Residents Alliance.

The petition states:

“We the undersigned clearly reject the introduction of a blanket 40km/h speed limit across the Holdfast Bay area as proposed in Section 4.1 of the Draft Movement and Transport Plan 2024/28 noted as ‘work with State Government to implement a 40km/h area speed limit’.”

Recommendation

That Council notes the petition from Mr Dunstall regarding the rejection of the introduction of a blanket 40km/h speed limit across the whole of Holdfast Bay area.

Report

On 26 April 2024, Administration received a petition relating to the rejection of a blanket 40km/h speed limit across the Holdfast Bay area, as proposed in Section 4.1 of the Draft Movement and Transport Plan 2024-2028.

The petition is deemed to be valid, meeting the requirements of the Code of Practice – Meeting Procedures, Regulations 10 (1) – (9). There are 137 signatories which excludes 10 signatures where the address details were not provided in full and therefore unable to be counted as valid signatories.

A full copy of the petition has been made available to Elected Members under a separate cover and is not attached to this agenda item.

Budget

Not applicable

Life Cycle Costs

Not applicable

Strategic Plan

Statutory compliance

Council Policy

City of Holdfast Bay Code of Practice – Meeting Procedures

Statutory Provisions

Local Government Act 1999

Local Government (Procedures at Meetings) Regulations 2013

Written By: Executive Officer and Assistant to the Mayor

Chief Executive Officer: Mr R Bria

Item No: 15.7

Subject: **HOLDFAST BAY COMMUNITY CENTRE - SPINAL CORD INJURIES
AUSTRALIA LEASE RENEWAL**

Summary

Spinal Cord Injuries Australia holds a one-year lease over a portion of Holdfast Bay Community Centre until 30 June 2025, with an option to renew for a further one year.

This report seeks Council's endorsement for a Lease extension through to 30 June 2026.

Recommendation

- 1. That Council enters into an Extension of Lease with Spinal Cord Injuries Australia Pty Ltd over a portion of land comprised in Certificate of Title Volume 5933 Folio 501 known as Holdfast Bay Community Centre, for a further term of one year commencing 1 July 2025, and expiring on 30 June 2026, and otherwise on the same terms and conditions, as outlined in the document provided as Attachment 1 to this report.**
 - 2. That the Mayor and Chief Executive Officer be authorised to execute and seal any documents required to give effect to this Extension of Lease.**
-

Background

At its meeting held on 13 February 2024, Council resolved to enter into a lease with Spinal Cord Injuries Australia to occupy a portion of Holdfast Bay Community Centre for their exclusive use over a one-year period commencing 1 July 2024 (Resolution No. C130224/7674). Under the terms of the Lease, they are afforded a right of renewal for a further one year, which it is now requesting.

Report

Site Usage

Following YMCA returning operations of Holdfast Bay Community Centre to Council on 1 July 2023, Council entered into separate lease agreements with each of the substantive tenants. YMCA has continued to occupy a portion of the Centre together with Spinal Cord Injuries Australia, Alwyndor, and Trinity Bay Church.

Spinal Cord Injuries Australia utilise the site to run community-based programs and activities. This includes rehabilitation and therapeutic treatment to those recovering from spinal injuries.

Lease Terms

Administration has prepared the Extension of Lease to allow for the existing Lease to be extended for a further one-year period, expiring 30 June 2026 on the same terms and conditions (as required under the terms of the renewal clause). A copy of the agreement is provided as Attachment 1 to this report.

Refer Attachment 1

Lessor:	City of Holdfast Bay
Lessee:	Spinal Cord Injuries Australia
Trading Name:	Neuromoves
Site:	Holdfast Bay Community Centre
Leased Area:	Activity room 3 (fronting King George Ave) – 70.53sqm
Permitted Use:	Exercise and therapy services
Times of Use:	Exclusive use of their portion of the premises
Term of Lease:	1 year
Renewal:	Nil
Commencement:	1 July 2025
Expiry:	30 June 2026
Annual Rent:	\$20,357.40 plus GST per annum
Rent Review:	Not applicable
Outgoings:	Building Insurance – 8% of Centre charge Cleaning – 5% of total Centre bill Electricity, Water, Gas – 8% of Centre charges

Calculation of Rent

The calculation of \$20,357.40 per annum as of 1 July 2025 reflects a CPI increase. Details of the calculation is provided as Attachment 2 of this report.

Refer Attachment 2

Recovery of Outgoings

Building insurance, electricity, water, gas and common area cleaning are currently billed to each of the relevant user groups. This practice will continue, with Spinal Cord Injuries Australia's share being approximately 8%. Their share of the cleaning bill is approximately only 5% due to invoices also including tenancy cleaning for which Alwyndor are 100% liable for.

Lease Compliance

As part of our due diligence checks to confirm that essential lease obligations are being met, the tenant is up to date with all payments of rent, outgoings, and other charges. As this is a non-community lease, no governance documents are required to be provided other than Public Liability Insurance and Contents Insurance, both of which have been duly supplied.

Summary

Holdfast Bay Community Centre is excluded from the Community Land Register. Notwithstanding, community centres are an important pillar of the service we deliver to the

community, and the facilitated programs the different user groups offer is an important part of this service. With this lease, it is not a discounted community rent, providing much needed revenue to cover the Centre's operating costs. It is therefore recommended that Council endorses this lease renewal.

Budget

Revenue from this Lease is factored into Council's Annual Business Plan for 2025-26.

Life Cycle Costs

There is no major capital expenditure planned during the term of the one-year renewal. Current operational and service expenditure over the previous financial year for the centre, including recoveries from the other three user groups, is summarised as follows:

	Annual Cost	Total Recovery (All User Groups)
Electricity	\$10,334	52%
Gas	\$811*	52%
Water Rates	\$1,278	52%
Water Usage	\$2,596	52%
Cleaning	\$23,976	50%
Building Insurance	\$8,471	55%
Repairs & Maintenance	\$27,356	Nil
Salaries (Community Wellbeing Staff)	\$63,084	Nil
Superannuation	\$5,705	Nil

**Estimated due to pending actuals*

Strategic Plan

Wellbeing – a community that supports wellbeing.

Council Policy

Sporting and Community Leasing Policy

Statutory Provisions

Local Government Act 1999, section 202

Written By: Property Manager

General Manager: Assets and Delivery, Ms C Hughes

Attachment 1

Extension of Lease

Portion of Holdfast Bay Community Centre, 51 King George Avenue Hove SA 5048

City of Holdfast Bay

Spinal Cord Injuries Australia

Norman Waterhouse Lawyers Pty Ltd ACN 621 909 395

Level 11, 431 King William Street, Adelaide SA 5000
GPO Box 639, Adelaide SA 5001
www.normans.com.au

T +61 8 8210 1200



DATE

PARTIES

City of Holdfast Bay (ABN 62 551 270 492) of PO Box 19 Brighton SA 5048 (**Lessor**)

Spinal Cord Injuries Australia (ACN 001 263 734) of 1 Jennifer Street Little Bay NSW 2036 (**Lessee**)

BACKGROUND

- A. The Lessor has granted the Lease over the Premises to the Lessee.
- B. The Lessee has requested the Lessor to grant to the Lessee an extension of the Lease for the Renewed Term.
- C. The Lessor has agreed to grant the Lessee an extension of the Lease for the Renewed Term on the terms set out in this agreement.

AGREED TERMS

1. DEFINITIONS AND INTERPRETATION

1.1 Definitions

In this agreement:

Effective Date means the date described in Item 1 of the Schedule.

Lease means the Memorandum of Lease described in Item 2 of the Schedule.

Premises means the premises described in Item 3 of the Schedule.

Renewed Term means the term described in Item 4 of the Schedule.

1.2 Interpretation

In this agreement, unless the context otherwise requires:

- 1.2.1 headings do not affect interpretation;
- 1.2.2 singular includes plural and plural includes singular;
- 1.2.3 words of one gender include any gender;
- 1.2.4 a reference to a party includes its executors, administrators, successors and permitted assigns;
- 1.2.5 a reference to a person includes a partnership, corporation, association, government body and any other entity;
- 1.2.6 a reference to this agreement includes any schedules to this agreement;
- 1.2.7 a reference to a document is a reference to that document as varied, novated or replaced from time to time;

- 1.2.8 an agreement, representation, warranty or indemnity by two or more parties (including where two or more persons are included in the same defined term) binds them jointly and severally;
- 1.2.9 an agreement, representation, warranty or indemnity in favour of two or more parties (including where two or more persons are included in the same defined term) is for the benefit of them jointly and severally;
- 1.2.10 a provision is not construed against a party only because that party drafted it;
- 1.2.11 an unenforceable provision or part of a provision may be severed, and the remainder of this agreement continues in force, unless this would materially change the intended effect of this agreement;
- 1.2.12 the meaning of general words is not limited by specific examples introduced by 'including', 'for example' or similar expressions.

1.3 **Background**

The Background forms part of this agreement and is correct.

2. **EXTENSION OF LEASE**

- 2.1 The Lease is hereby extended for the Renewed Term upon the same terms and conditions as are expressed or implied in the Lease.
- 2.2 The rent payable by the Lessee on and from the Effective Date is \$20,357.40 per annum (exclusive of GST) (subject to review on the anniversary of the commencement by CPI if holding over).

3. **MISCELLANEOUS**

3.1 **Assignment**

A party must not assign or otherwise deal with this agreement or any right under it without the written consent of the other party (which consent must not be unreasonably withheld or delayed).

3.2 **Further acts**

Each party must do all things necessary to give full effect to this agreement and the transactions contemplated by this agreement.

3.3 **Governing law**

- 3.3.1 This agreement is governed by the law in South Australia.
- 3.3.2 The parties irrevocably submit to the exclusive jurisdiction of the courts in South Australia.

4. **COSTS**

Each party must pay its own costs in relation to the negotiation, preparation and execution of this agreement.

Schedule

Item 1

Effective Date

1 July 2025

Item 2

Lease

An undated Memorandum of Lease between the Lessor and the Lessee commencing on 1 July 2024 and expiring on 30 June 2025 together with one right of renewal of one (1) year.

Item 3

Premises

Portion of the land comprised in Certificate of Title Volume 5933 Folio 501 delineated in blue and on the plan attached as Schedule 3 to the Lease.

Item 4

Renewed Term

A term of one (1) year commencing on 1 July 2025 and expiring on 30 June 2026



EXECUTED as an agreement

The common seal of City of Holdfast Bay was affixed in the presence of:

.....
Signature of Mayor

.....
Signature of Chief Executive Officer

.....
Name of Mayor (print)

.....
Name of Chief Executive Officer (print)

The Authorisation of Spinal Cord Injuries Australia was hereunto provided in the presence of:

.....
Chairperson/ Vice-Chairperson
(Please delete as applicable)

.....
Name (print)

Anthony Stanley

.....
Signature of Committee/Board Member
(Please delete as applicable)

.....
Name (print)

.....
GEMMA SECKHAM
GLEN STEWART

.....
4 W

Attachment 2

Rent Calculations

Site	Holdfast Bay Community Centre
Tenant	Spinal Cord Injuries Australia
Debtor Number	204344
Current annual rent*	\$20,000.00
Rent Review Date	1/07/2025
CPI Index Jun 2024	139.9
CPI Index Jun 2025	142.4
Adjustment	1.017869907
New annual rent charge*	\$20,357.40
Payable monthly*	\$1,696.45

**Above figures are exclusive of GST*

Item No: 15.8

Subject: **KAURI COMMUNITY AND SPORTS CENTRE – NEW BODY LOADING
PERSONAL TRAINING LEASE RENEWAL**

Summary

Carly Emma Ball, trading as New Body Loading Personal Training, currently holds a one-year lease over the western-most changeroom at Kauri Community and Sports Centre. The lease is due to expire on 31 January 2026 with no option for renewal.

This report seeks Council's approval to allow the tenant to continue to holdover on a monthly basis, subject to a CPI rent review.

Recommendation

1. **That Carly Emma Ball be permitted to holdover on a monthly basis under the lease due to expire on 31 January 2026 over a portion of land at Kauri Community and Sports Centre, subject to a CPI rent review effective 1 February 2026.**

OR

1. **That Council prepares a Deed of Variation and Extension of Lease with Carly Emma Ball over a portion of land comprised in Certificate of Title Volume 6184 Folio, known as Kauri Community and Sports Centre, for a further term of one year commencing 1 February 2026, and expiring on 31 January 2027, and otherwise on the same terms and conditions, including the provision for an annual CPI rent review; and**
 2. **That a further report be brought back to Council seeking the Mayor and Chief Executive Officer be authorised to execute and seal any documents required to give effect to the Deed of Extension and Variation of Lease.**
-

Background

At its meeting held on 11 March 2025, Council resolved to enter into a lease with Carly Emma Ball to occupy a portion of Kauri Community and Sports Centre for her exclusive use over a one-year period commencing 1 February 2025 (Resolution No. C110325/8018) with no right of renewal. With the pending expiry on 31 January 2026, Carly has indicated that she wishes to continue occupying the premises in the short term.

Report

Site Usage

New Body Loading Personal Training is a personal training studio focused on strength, muscle growth, and overall well-being. It caters to individuals of all ages, genders, and fitness levels. This includes adaptive fitness services through the NDIS, ensuring accessible training for people with disabilities. This inclusive offering enables users to visit the site twice a week during the day, at an otherwise dormant period, in addition to some evenings and Saturdays.

The tenancy comprises one of the two changing rooms which were not fitted out during construction of the building due to budget constraints. Ms Ball undertook the fit out of the tenancy at her own expense. Prior to her occupation in 2022, the space was unused.

The lease is scheduled to expire on 31 January 2026 and Ms Ball has indicated that she wishes to continue occupying the premises in the short term. As this is a commercial business, there are a number of options for Council to consider.

Option 1 – Holding Over

Following the lease's expiration on 31 January 2026, it will automatically transition to a month-to-month tenancy unless either party provides 30 days' written notice to terminate. This arrangement allows Ms Ball to remain in occupation beyond the original term without entering into a formal renewal or extension. All existing lease provisions will continue to apply until termination by either party.

Consistent with most leases and licences over Council-owned facilities, this agreement includes an annual CPI rent adjustment on the anniversary of the commencement date, which also applies during any holding-over period. Accordingly, even after the lease expires, rent will continue to increase in line with local inflation. At the time of preparing this report, the December CPI index has not yet been released by the Australian Bureau of Statistics but will be applied once available.

This outcome is preferred by Ms Ball, who is reluctant to commit to a long-term arrangement due to recently commencing maternity leave. It also provides Council with the greatest flexibility while maintaining some level of rental income during the review period.

Option 2 – Extend Existing Lease for another 12 months – CPI increase

As an alternative to the month-to-month holding over arrangement, Council could offer Ms Ball a Deed of Extension and Variation of Lease for a further one-year term. This approach would formalise her occupancy and secure associated revenue, while maintaining the existing provision for annual CPI rent adjustments.

By converting the arrangement into a fixed-term extension, Council gains greater certainty over tenure and income compared to the flexibility of a monthly tenancy. The challenge with this option is that Ms Ball has expressed reluctance to commit to an additional year due to personal circumstances, including recently commencing maternity leave.

Option 3 – Extend Existing Lease for another 12 months - Market Review

A further alternative is to offer a Deed of Extension and Variation of Lease for one year, incorporating a market rent review. Under this option, the annual rent would increase from \$5,175 to \$8,625 plus GST. This would utilise the same calculations from the previous motion, adopting 2.5% of the property value, as defined under the *Sporting and Community Leasing Policy*. It would, however, see the removal of the 40% lease incentive discount previously applied, acknowledging that Ms Ball operates as a sole trader rather than a community club. Details of the calculation are provided as Attachment 1 to this report.

Refer Attachment 1

The current rent equates to approximately \$101.47 per square metre, inclusive of utilities and GST. Ms Ball has advised she is unable to absorb any increase beyond CPI. She has raised concerns regarding the condition of the premises, which is essentially an empty shell ready to be fitted out by a tenant. The space has basic amenities and finishes with exposed sewer and water services. In addition, when the adjacent hockey club runs sausage sizzles, the operation of the exhaust fans draws smoke and cooking smells into the space.

Ms Ball also noted that, given their limited use of the premises, the inclusion of utilities offers minimal benefit. Furthermore, the proposed market rent of \$8,625 per annum plus GST would represent more than 50% of her annual turnover, particularly as she is currently on maternity leave and expects to remain so for several months.

Consequently, she has advised that if a market rent review is imposed, she would vacate the premises.

While it is acknowledged that, in its current form and having regard to its inherent limitations, the space is unlikely to attract full commercial rental rates, the existing rate per square metre is still very low for exclusive use. However, imposing such a significant increase would almost certainly result in the premises generating no revenue in the short term.

Summary

Further review is required to assess the long-term strategic opportunities for the site as a whole, particularly in relation to this space and the adjoining unfinished changeroom. Allowing her to hold over, or granting a one-year extension, would provide Council with the necessary time to undertake this review and would align with the expiry of the leases held by Seacliff Hockey Club, Seacliff Tennis Club, and the City of Holdfast Bay Music Centre in 2027.

Should this motion not be supported, either by way of Option 1 or Option 2, and Ms Ball declines to consider Option 3, Council Administration will be required to provide 30 days' notice to terminate the lease. Option 1 represents the most practical and cost-effective solution, as Option 2 would incur expenses to prepare a draft Deed of Variation and Extension of Lease without generating additional revenue, while Option 3 carries a high risk of her vacating the premises.

Budget

Revenue from this Lease is factored into Council's Annual Business Plan for 2025-26, with an assumed CPI increase on 1 February 2026.

Life Cycle Costs

Council has an annual operation spend of \$138,600 to run the three-storey complex. This services four major community and sporting groups in addition to New Body Loading Personal Training (Seacliff Tennis Club, Seacliff Hockey Club, Seacliff Sports Club and The City of Holdfast Bay Music Centre).

Cleaning	\$12,600
Repairs and maintenance – general	\$37,000
Repairs and maintenance – materials	\$6,000
Electricity	\$9,000
Water Rates	\$8,000
Water Usage	\$9,000
Environmental Gas Monitoring (former dump site)	\$60,000
	\$138,600

Strategic Plan

Vision – creating a welcoming and healthy place for everyone

Council Policy

Sporting and Community Leasing Policy

Statutory Provisions

Local Government Act 1999, section 202
Retail and Commercial Leases Act 1995

Written By: Property Manager

General Manager: Assets and Delivery, Ms C Hughes

Attachment 1

Lease - Rental Calculator - Rent payable by New Body Loading PT

Premises Value	\$ 7,500,000	159
Area used	4.6%	NOTE: Building Area used by lessee <100%
	\$ 345,000	

Equity \$ - NOTE: \$ Lessee Contributed to the build/premises, if no contribution, then \$0.

Current Rental \$ - NOTE: Add current rent exc GST to determine incremental increases.

To be applied only when Council maintains a area of land (ie playing surface) to a level that is above "Reserve" status. Examples: Cricket Pitch, Football Ovals, Rugby Pit etc.

BUILDING
LAND

Property Value	Property value minus Equity	Market Rent 2.50%	Net Rent (CoHB Discount) 0%	Non-Exclusive Use (<50%)	OR	Lease incentive discounts (community)					Total discount	New Rent Per Annum	PLUS	Land Size (m2)	Land Charge \$ 0.30
						hire for Public Access (for exclusive use only)(<10%)	Inclusion (<20%)	Governance (<20%)	Youth Programs (<10%)	Multi-Code (<10%)					
\$ 345,000	\$ 345,000	\$ 8,625	\$ 8,625			0%	0%	0%	0%	0%	\$ 8,625				
\$ -		\$ -									\$ -		0	\$ -	\$ -
											\$ 8,625				

The tenant is responsible for providing ongoing evidence of their compliance with the incentive discounts

Item No: 15.9

Subject: **BRIGHTON SPORTS AND SOCIAL CLUB - LEASE RENEWAL**

Summary

Brighton Sports and Social Club hold a five-year lease over a portion of Brighton Oval until 10 July 2025, with an option to renew for a further five years.

This report seeks Council's endorsement for a Lease Extension for a further five years expiring on 10 July 2030.

Recommendation

- 1. That Council enters into an Extension of Lease with Brighton Sports and Social Club Incorporated over a portion of land comprised in Certificate of Title Volume 5733 Folio 512, Volume 5750 Folios 182-187 and Volume 5748 Folios 558-561 and known as Brighton Oval, for a further term of five years commencing 11 July 2025, and expiring on 10 July 2030, and otherwise on the same terms and conditions, as outlined in the document provided as Attachment 1 to this report; and**
 - 2. That the Mayor and Chief Executive Officer be authorised to execute and seal any documents required to give effect to this Extension of Lease, subject to the Club making payment of all overdue charges.**
-

Background

At its meeting held on 9 June 2020, Council resolved to enter into a lease with Brighton Sports and Social Club to exclusively occupy a newly constructed clubroom located in the middle of Brighton Oval. The initial term was for a period of five years commencing 11 July 2020 (C090620/1926). Under the terms of the Lease, the Club was afforded a right of renewal for a further five years through to 10 July 2030, which it is now requesting.

Report

Site Usage

As lease holder, Brighton Sports and Social Club serves as the overarching body for the Brighton Bombers Football Club and the Brighton Cricket Club. They are responsible for managing the building, ensuring all maintenance obligations are met.

The upstairs function room serves as both a clubroom and private events space. The commercial kitchen is rented out to an operator who provides an onsite meals service, as well as acting as a base for catering preparation. Such ventures assist with the Club being able to cover its costs. However, Council Administration understands this arrangement is currently being reviewed.

Affectionately known as the Brighton Bombers, the Club has existed for over 130 years. Being one of the top five largest community clubs in South Australia, it competes in the Adelaide Football League. As of 2025, the Club has an impressive 793 members across 38 teams over senior and junior grades, of which just under 18% are female.

Founded in 1887, Brighton Cricket Club is one of the oldest community cricket clubs in the region. Being the second largest community cricket club in South Australia, it fields senior and junior teams, competing in the Adelaide and Suburban Cricket Association. As of 2025 the Club has 349 members across 24 teams, of which roughly 16% are female.

Lease Terms and Request for Variations

Despite strong on-field success through the cricket and football clubs, Brighton Sports and Social Club continues to face modern challenges — most notably a shrinking volunteer base and rising costs. Through the Club exercising their right of renewal, a formal request was made to vary the existing terms of the lease. The intent of the request was to reduce their rent by increasing their lease incentive discount, as well as remove their obligation to nominate an afterhours contact.

It was the intent of the lease terms negotiated in 2020 that they would remain in place for ten years across the 5 plus 5-year term, including the lease incentive discounts. The financial pressures from increased rental costs for the new facilities are acknowledged. However, the Club has already received transitional support from Council, phasing the increase incrementally to \$12,604 over five years. Council continues to absorb significant additional maintenance costs, now 69% of rental compared to 40% previously. Ground maintenance is also heavily subsidised, with the Club charged \$0.30 per square metre against Council's actual cost of \$3.56. The Club has been advised that further rental discounts will not be supported unless they wish to renegotiate a new lease, where all terms would be reconsidered.

All occupiers of Council buildings are required to nominate after-hours contacts, particularly where they have exclusive use of a facility. In many cases, such as surf life saving clubs, alarm systems are managed entirely by the club without Council involvement. As most alarm activations are linked to club activity, it is expected that the Club will nominate a contact person. Council Administration acknowledges that some committee members may feel vulnerable when asked to respond to a potential late-night break-in, however, the lease arrangements are intended to ensure a Club contact is the first point of call to determine whether an activation is a false alarm. If necessary, the matter can then be escalated to emergency services or Council's security provider, with any call-out fees charged to the Club. Importantly, volunteers are not expected to place themselves in harm's way.

Administration has prepared the Extension of Lease to allow for the existing Licence to be extended for a further five-year period, expiring 10 July 2030 on the same terms and conditions (as required under the terms of the renewal clause). A copy of the agreement is provided as Attachment 1 of this report. Despite delays associated with their request to renegotiate lease terms, the Club is now willing to accept these terms and conditions and have signed the document.

Refer Attachment 1

Lessor:	City of Holdfast Bay
Lessee:	Brighton Sports and Club Incorporated
Site:	Brighton Oval
Leased Area:	Two-storey clubroom Storage shed Playing field and cricket wickets
Permitted Use:	Community recreational cricket and football, hiring of the premises and playing field.
Times of Use:	Clubroom – exclusive use Oval - During official training times as approved by the Landlord and during official AFL (Seniors), SANFL (juniors) and ATCA fixtures and for the purposes of the permitted use. 1 April to 30 September – Football 1 October to 31 March – Cricket
Excluded Times:	Oval – Council use for 3 x 2-day community events per year Function Room – Council use to run community programs for 4 hours per week Monday – Friday
Term of Lease:	5 years
Renewal:	No further right of renewal
Commencement:	11 July 2025
Expiry:	10 July 2030
Annual Rent:	\$12,829.23 plus GST per annum
Rent Review:	CPI (Adelaide – All Groups) on the anniversary of the commencement including upon renewal
Outgoings:	Building Insurance Electricity Water Gas

Calculation of Rent

Under the terms of the existing Lease, rent is to be reviewed annually by the change in the Consumer Price Index. This extends to any period of holding over or during any renewed term, and Administration has been increasing their rent in accordance with these terms. The calculation of \$12,829.23 per annum as of 11 July 2025 is noted as Attachment 2 of this report.

Refer Attachment 2

Recovery of Outgoings

Building insurance and building water usage charges are directly recharged back to the club. Supplier invoices for electricity and gas go direct to the Club.

Lease Compliance

As part of due diligence checks to ensure essential lease terms are being met, the Club was able to demonstrate compliance across most items. Although some maintenance items had been overlooked in recent years, the return of former long serving committee members has seen noticeable improvements. A summary is provided as Attachment 3 of this report.

Refer Attachment 3

At the time of writing this report, the Club has an overdue balance of \$4,040.88 relating to December rent and water charges. It is important for all lease holders to make timely payments to ensure Councils manage their budget effectively. For this reason, the recommendation is conditional on the Club clearing their arrears. We understand this is an administrative issue, and the Club is committed to making prompt payment.

Future Governance Model

Over recent months, the Committee (comprising representatives from the Brighton Sports and Social Club, along with Committee members from the football and cricket clubs) has been reviewing its current governance structure. The group has at times found it challenging to reach alignment on certain operational matters, largely due to the differing needs, opportunities, and seasonal demands of winter and summer sports. They have also identified instances of duplication across the three Committees and continue to experience difficulty in recruiting sufficient volunteers to support all required roles.

As part of this process, the Committee is considering alternative models, including the potential winding up of the Brighton Sports and Social Club and pursuing direct agreements between Council and the football and cricket clubs. Given these discussions, there is a possibility that Council may need to terminate the existing lease during the five-year renewal term. The Club acknowledges that a formal agreement is required to continue occupying the premises and that the corporation should not be wound up prior to Council considering and approving any alternative governance model and associated lease arrangements.

Administration will continue to work closely with the Committee as this matter progresses, and any further developments will be brought back to Council for consideration.

Summary

The site is listed on our Community Land Register as a sporting reserve. Due to the high community usage and meeting key objectives of the Community Land Management Plan, together with the high community uptake, it is recommended that Council endorses this Lease following payment of the overdue charges.

Budget

Revenue from this Lease is factored into Council's Annual Business Plan for 2025-26. Rent has continued to be increased by CPI throughout the term of their holding over period.

Life Cycle Costs

During 2024-25 Council's annual operational spend for this site was \$69,864 covering the following areas:

Turf management and maintenance	\$59,441
Facility repairs and maintenance	\$4,582
Public toilet cleaning	\$5,841
Capital works	\$0

The above figures do not include building insurance and clubroom water usage, which are charged direct to the Club.

Strategic Plan

Vision – creating a welcoming and healthy place for everyone

Council Policy

Sporting and Community Leasing Policy

Statutory Provisions

Local Government Act 1999, section 202

Written By: Property Manager

General Manager: Assets and Delivery, Ms C Hughes

Attachment 1

Extension of Lease

Portion of Brighton Oval, 410-420 Brighton Road, Hove SA 5048

City of Holdfast Bay

Brighton Sports and Social Club Incorporated

Norman Waterhouse Lawyers Pty Ltd ACN 621 909 395

Level 11, 431 King William Street, Adelaide SA 5000
GPO Box 639, Adelaide SA 5001
www.normans.com.au

T +61 8 8210 1200

DATE

PARTIES

City of Holdfast Bay (ABN 62 551 270 492) of PO Box 19 Brighton SA 5048 (**Council**)

Brighton Sports and Social Club Incorporated (ABN 52 127 105 096) of Brighton Oval, 410-420 Brighton Road SA 5048 (**Lessee**)

BACKGROUND

- A. The Council has granted the Lease over the Premises to the Lessee.
- B. The Lessee has requested the Council to grant to the Lessee an extension of the Lease for the Renewed Term.
- C. The Council has agreed to grant the Lessee an extension of the Lease for the Renewed Term on the terms set out in this agreement.

AGREED TERMS

1. DEFINITIONS AND INTERPRETATION

1.1 Definitions

In this agreement:

Effective Date means the date described in Item 1 of the Schedule.

Lease means the Lease Agreement described in Item 2 of the Schedule.

Premises means the premises described in Item 3 of the Schedule.

Renewed Term means the term described in Item 4 of the Schedule.

1.2 Interpretation

In this agreement, unless the context otherwise requires:

1.2.1 headings do not affect interpretation;

1.2.2 singular includes plural and plural includes singular;

1.2.3 words of one gender include any gender;

1.2.4 a reference to a party includes its executors, administrators, successors and permitted assigns;

1.2.5 a reference to a person includes a partnership, corporation, association, government body and any other entity;

1.2.6 a reference to this agreement includes any schedules to this agreement;

1.2.7 a reference to a document is a reference to that document as varied, novated or replaced from time to time;

- 1.2.8 an agreement, representation, warranty or indemnity by two or more parties (including where two or more persons are included in the same defined term) binds them jointly and severally;
- 1.2.9 an agreement, representation, warranty or indemnity in favour of two or more parties (including where two or more persons are included in the same defined term) is for the benefit of them jointly and severally;
- 1.2.10 a provision is not construed against a party only because that party drafted it;
- 1.2.11 an unenforceable provision or part of a provision may be severed, and the remainder of this agreement continues in force, unless this would materially change the intended effect of this agreement;
- 1.2.12 the meaning of general words is not limited by specific examples introduced by 'including', 'for example' or similar expressions.

1.3 **Background**

The Background forms part of this agreement and is correct.

2. **EXTENSION OF LEASE**

- 2.1 The Lease is hereby extended for the Renewed Term upon the same terms and conditions as are expressed or implied in the Lease.
- 2.2 The rent payable by the Lessee on and from the Effective Date is \$12,829.23 per annum (exclusive of GST) (subject to review).

3. **MISCELLANEOUS**

3.1 **Assignment**

A party must not assign or otherwise deal with this agreement or any right under it without the written consent of the other party (which consent must not be unreasonably withheld or delayed).

3.2 **Further acts**

Each party must do all things necessary to give full effect to this agreement and the transactions contemplated by this agreement.

3.3 **Governing law**

- 3.3.1 This agreement is governed by the law in South Australia.
- 3.3.2 The parties irrevocably submit to the exclusive jurisdiction of the courts in South Australia.

4. **COSTS**

Each party must pay one half of the costs of and incidental to the negotiation, preparation and execution of this agreement.

Schedule

Item 1

Effective Date

11 July 2025

Item 2

Lease

Lease Agreement between the Council and the Lessee dated 12 July 2020 commencing on 11 July 2020 and expiring on 10 July 2025 together with one right(s) of renewal of 5 years.

Item 3

Premises

Portion of the land comprised in Certificate of Title Register Book Volume 5733 Folio 512, Volume 5750 Folios 182-187 and Volume 5748 Folios 558-561 and known as 410-420 Brighton Road, Hove SA 5048 as delineated in red on the plan attached as Schedule 3 to the Lease.

Item 4

Renewed Term

A term of five (5) years commencing on 11 July 2025 and expiring on 10 July 2030

EXECUTED as an agreement

Council

The common seal of City of Holdfast Bay was affixed in the presence of:

.....
Signature of Mayor

.....
Signature of Chief Executive Officer

.....
Name of Mayor (print)

.....
Name of Chief Executive Officer (print)

Lessee

The common seal of Brighton Sports and Social Club Incorporated was affixed pursuant to the Associations Incorporation Act 1985 in accordance with its constitution:

[Handwritten Signature]
.....
President / Vice-President
(Please delete as applicable)

[Handwritten Signature]
.....
Signature of Committee/Board Member
(Please delete as applicable)

NEIL PRICE
.....
Name (print)

JOHN M.R. SMITH
.....
Name (print)

7/11/2025.

Attachment 2



8 August 2025

Via email: jonan051@icloud.com

John Smith
Brighton Sports & Social Club
Brighton Oval
410-420 Brighton Road
HOVE SA 5048

Dear John

Brighton Sports & Social Club – Annual CPI Licence Fee Review

Under the terms of your lease, rent is to be increased annually by the change in the Consumer Price Index (Adelaide All Groups) on the anniversary of your commencement.

Please refer below calculations detailing the new rent payable. This is effective from 11 July 2025 and will be adjusted on your next invoice. All figures are exclusive of GST.

Current annual charge:	\$12,604.00
CPI Index Jun 2024:	139.9
CPI Index Jun 2025:	142.4
Increase:	1.7869907%
New annual charge:	\$12,829.23
Payable monthly:	\$1,069.10

Should you have any queries please do not hesitate to contact me by return email at krlake@holdfast.sa.gov.au

Regards

Kristina Blake
Property Manager

Attachment 3

**LEASE RENEWAL CHECKLIST
BRIGHTON SPORTS & SOCIAL CLUB
NOVEMBER 2025**

ITEM	LEASE REQUIREMENT	ACTION	OUTCOME
Payments	Rent and other charges to be paid on time.	Confirm no arrears.	Outstanding charges: \$1,837.01 – water usage \$1,027.87 – water usage \$1,176.00 – December rent
Constitution	Provide on commencement and within 28 days of any amendment.	Confirm copy is on file and is current.	Provided.
By-Laws/Rules	Provide on commencement and within 28 days of any amendment.	Confirm copy is on file and is current.	Included within Constitution
Strategic Business Plan	6 months prior to the commencement of a new lease.	Club to prepare and provide.	Provided.
AGM Minutes	Annually after meeting held.	Confirm copy on file.	Provided.
Annual Report and Audited Financials	Due annually by 30 Nov.	Confirm copy on file.	Provided.
Current Financial Year Budget	Due annually by 30 Nov.	Confirm copy on file.	Provided.
Public Liability Insurance	Certificate of Currency showing minimum \$20mil noting COHB as interested party.	Confirm CoC is on file and has not expired.	Provided.
Contents and Plate Glass Insurance	Certificate of Currency for full replacement value.	Confirm CoC is on file and has not expired.	Provided.
Maintenance Fund	Statement showing minimum \$7,500 pa deposited to fund maintenance.	Confirm copy provided. Blank out account numbers for security purposes.	\$10,686.16 sitting in a dedicated maintenance account
Maintenance Records	Evidence of annual inspections, service reports or invoices on 10 Jul annually.	Confirm provided.	Aircon – Invoices and service reports provided Kitchen exhaust – Invoices provided Gutter cleaning – Requested to be actioned Grease Trap – Invoice provided Cleaning, carpets & windows – Invoices provided

			Electrical test & tag – Invoices provided Adhoc repairs – Invoices provided
Subleases	Do not grant any sublease without consent.	Confirmation of regular users and agreements.	Club hires commercial kitchen out to a caterer

Item No: 15.10

Subject: **BRIGHTON RUGBY CLUB - SUB-LICENCE WITH GRASSHOPPER SOCCER**

Summary

Brighton Rugby Union Football Club is requesting approval to Sub-Licence their rugby field at Brighton Oval for another 12 months.

This report seeks Council's endorsement for the Club to enter into an agreement with Craig Clinton Baker, trading as Grasshopper Soccer Midcoast and Fleurieu, for a period of one year commencing 1 January 2026 and expiring 31 December 2026.

Recommendation

- 1. That Council approves a new Sub-Licence between Brighton Rugby Union Football Club (as Sub-Licensor) and Craig Clinton Baker (as Sub-Lessee) in respect of the rugby playing field for the period 1 January 2026 to 31 December 2026 and on the terms and conditions detailed in Attachment 1.**
 - 2. That the Mayor and Chief Executive Officer be authorised to execute and seal any documents required to give effect to the Sub-Licence over the rugby field at Brighton Oval.**
-

Background

At its meeting held on 10 March 2020, Council granted a Lease to Brighton Rugby Union Football Club (Club), to exclusively occupy a newly constructed clubroom along the Brighton Road section of Brighton Oval. The initial term was for a period of five years commencing 18 June 2020, together with a five-year right of renewal (C100320/1756).

At its meeting held on 12 August 2025, Council resolved to grant an Extension of Lease for a further five years commencing 18 June 2025 and expiring 17 June 2030 (C120825/9116). At the same meeting Council also approved a new Sub-Licence between Brighton Rugby Union Football Club and Grasshopper Soccer for a period of one year commencing 1 January 2025 and expiring 31 December 2025 (C120825/9117). Both parties have since negotiated to enter into another one-year agreement on the same terms and conditions.

Report

Head Lease

Brighton Rugby Union Football Club (Club) currently holds a five-year lease over the westernmost building at Brighton Oval through to 17 June 2030, with no further right of renewal. Under Special condition 4 of the headlease they hold rights over the rugby field by

way of a Licence. Although this is on a non-exclusive basis, they are permitted access during training times, official Rugby SA fixtures and for the purposes of their permitted use, which includes hiring out the rugby field.

Sub-Licence Terms

Brighton Rugby Club have negotiated the following terms with Grasshopper Soccer, and Council Administration have assisted them by populating this information into a Sub-Licence template, which is provided as Attachment 1 to this report. The document has been signed by both parties, however Council must first grant approval under the terms of their lease before it can take effect.

Refer Attachment 1

Head Lessor:	City of Holdfast Bay
Sub-Licensor:	Brighton Rugby Union Football Club Incorporated
Sub-Licensee:	Craig Clinton Baker trading as Grasshopper Soccer Midcoast & Fleurieu
Site:	Brighton Oval
Licence Area:	Rugby playing field and internal storage
Term of Lease:	1 year
Commencement Date:	1 January 2026
Expiry Date:	31 December 2026
Renewal:	Nil - A further report is to come to Council for use beyond the expiry
Licence Fee:	\$713.20 plus GST per quarter (payable to Brighton Rugby Club)
Rent Review:	Not applicable
Dates of Operation:	Term 1- 8 Feb 2026 to 28 Mar 2026 Term 2 – 10 May 2026 to 28 Jun 2026 Term 3 – 2 Aug 2026 to 20 Sep 2026 Term 4 - 18 Oct 2026 to 6 Dec 2026
Times of Use:	Sunday 9:00am -11:00am
Permitted Use:	Community recreational soccer
Outgoings:	Included in Licence Fee

Grasshopper Soccer

Grasshopper Soccer offers soccer classes for children ages 2-12, focusing on skill development, teamwork and fun in a non-competitive environment. They also provide options for birthday parties, holiday clinics and carnivals, making it a year-round resource for soccer related activities.

Green space across the City of Holdfast Bay is in high demand, with soccer being quite an underrepresented sport, outside of Southern Districts Junior Soccer Association who coordinate a school-based soccer competition at Bowker Oval, Administration are not aware of any opportunities for juniors to participate in this sport. While Grasshopper Soccer is technically not a club and is classed as a privately run business, the offering they provide the community prevents families from having to travel to other Councils such as Marion or West Torrens.

Sub-Licence Fee

It has been agreed between the Rugby Club and Grasshopper Soccer that there would be no increase in the fee from the previous year, remaining unchanged for this subsequent one year term.

Budget

The income derived from this agreement will flow through to Brighton Rugby Union Football Club Incorporated (Club) rather than Council.

Life Cycle Costs

Under the terms of the Head lease, Council is responsible for the maintenance of the licence area. Brighton Rugby Union Football Club Incorporated contribute to the cost of upkeep due to the area being maintained above reserve standard, which is a component of their rental charge.

Strategic Plan

Vision - creating a welcoming and healthy place for everyone.

Council Policy

Sporting and Community Leasing Policy

Statutory Provisions

Local Government Act 1999, section 202

Written By: Property Manager

General Manager: Assets and Delivery, Ms C Hughes

Attachment 1

SUB-LICENCE

Brighton Rugby Union Football Club Incorporated

ABN 30 403 341 350

(Sub-Licenser)

and

Craig Clinton Baker

Trading as Grasshopper Soccer Midcoast & Fleurieu

ABN 59 369 331 535

(Sub-Licensee)



Sub-Licence

Parties

1. **Brighton Rugby Union Football Club**, ABN 30 403 341 350 of 410-420 Brighton Road, Hove SA 5048 (**Sub-Licensor**)
2. **Craig Clinton Baker** trading as Grasshopper Soccer Midcoast & Fleurieu of 3 Manly Court, Seaford Rise SA 5169 (**Sub-Licensee**)

Grant of Sub-Licence

The Sub-Licensor grants to the Sub-Licensee a Sub-Licence to use the Sub-Licence Area described in this Schedule on the terms and conditions contained in this Schedule and the attached Standard Sub-Licence Terms which form part of this Sub-Licence.

SCHEDULE

Item 1	Land The whole of the land comprised in Certificates of Title Register Book Volume 5748 Folios 561, Volume 5750 Folio 187.
Item 2	Sub-Licence Area That portion of the land comprised in Certificates of Title Register Book Volume 5748 Folios 561, Volume 5750 Folio 187 as delineated in red on the plan attached hereto as Annexure A and known as <i>Brighton Rugby Field</i> , 410-420 Brighton Road, Hove SA 5048.
Item 3	Sub-Licence Fee Subject to the Sub-Licence Fee review provisions contained herein and clause 17, the annual Sub-Licence Fee will be \$713.20 plus GST per quarter and in accordance with Item 7.
Item 4	Commencement Date 1 January 2026
Item 5	Expiry Date 31 December 2026
Item 6	Permitted Use The provision of community recreational soccer.

<p>Item 7</p>	<p>Times of Use</p> <p>Sundays 9am - 11am</p> <p>Term 1 - 8 February 2026 to 28 March 2026 (inclusive)</p> <p>Term 2 - 10 May 2025 to 28 June 2026 (inclusive)</p> <p>Term 3 – 2 August 2026 to 20 September 2026 (inclusive)</p> <p>Term 4 - 18 October 2026 to 6 December 2026 (inclusive)</p> <p>during the Term of this Sub-Licence and during such other times as agreed in writing between the parties from time to time.</p> <p>Times and locations of use may be impacted due to oval maintenance requirements conducted by City of Holdfast Bay or other such occurrence. Accordingly, the Sub-Licensee may be directed to use an alternate area of the Land with appropriate notification from the Sub-Licensor or City of Holdfast Bay.</p> <p>Payment is to be made in advance before each term commences.</p>
<p>Item 8</p>	<p>Sub-Licence Fee Review</p> <p>Not applicable</p>
<p>Item 9</p>	<p>Renewal</p> <p>Not applicable</p>
<p>Item 10</p>	<p>Services</p> <p>Access to Brighton Rugby Oval as well as space in storage shed.</p>
<p>Item 11</p>	<p>Outgoings</p> <p>Not applicable</p>
<p>Item 12</p>	<p>Sub-Licensee’s Share</p> <p>Not Applicable</p>
<p>Item 13</p>	<p>Public Risk Insurance</p> <p>The Sub-Licensee must effect and keep current during the Term a policy of public risk insurance applicable to the Sub-Licence Area and the Permitted Use in the name of the Sub-Licensee (but noting the Council’s interest) for an amount not less than \$20,000,000.00 per claim and unlimited in the annual aggregate, or such higher amount as the Licensor may reasonably require from time to time.</p>

Item 14**Special Conditions****1. Child Safe Environment**

- 1.1 The Sub-Licensee acknowledges that the City of Holdfast Bay is committed to providing a child safe environment (as defined by the *Children and Young People (Safety) Act 2017 (SA)*) at all times. A child safe environment is 'an environment, which is both child-safe and child-friendly, where children are valued and feel respected and encouraged to reach their full potential.
- 1.2 The Sub-Licensee represents to the Licensor that it has fulfilled and will ensure that it continues to fulfil its requirements under the *Children and Young People (Safety) Act 2017 (SA)* in relation to occupying the Sub-Licence Area for the Permitted Use.
- 1.3 The Sub-Licensee must act in the best interests of the community at large.
- 1.4 The Sub-Licensee must at the request of the City of Holdfast Bay provide a current police clearance, working with children check and/or the relevant criminal history screening certificate under relevant legislation for the Sub-Licensee or any of the Sub-Licensee's officers, volunteers, members, employees, contractors, tenants and agents who provide recreation and education services from the Sub-Licence Area.
- 1.5 If the City of Holdfast Bay makes a request of the Sub-Licensee under this Special Condition, the Sub-Licensee must provide the requested documents within ten (10) business days of such request. Failure to do so will be considered a breach of an essential term of this Sub-Licence.

2. Use of Sub-Licence Area

- 2.1 The Sub-Licensee acknowledges that the grant of this Sub-licence is non-exclusive, and that the Sub-Licensor may itself, or may grant to third parties by way of a hire agreement, use of the Sub-Licence Area outside of the Times of Use. The Sub-Licensor agrees to consult with the Sub-Licensee prior to exercising its rights of this Special Condition.
- 2.2 The Sub-Licensor acknowledged that it may neither use nor grant to third parties use of the Sub-Licence area during the Times of Use expressed in Item 7, unless otherwise consented to by the Sub-Licensee following prior written request.
- 2.3 The Sub-Licensee must leave the Land (including the Sub-Licence Area) in a clean and tidy state at the end of each use.

- 2.4 The Sub-Licensee is responsible for all costs in connection with caretaking and security services in respect of the Sub-Licence Area.
- 2.5 The Sub-Licensee must not undertake any alterations, additions or modifications to any structure, path or anything built on the Land or within the Sub-Licence Area nor erect nor install any signage on the Land or within the Sub-Licence Area without the prior written consent of the Sub-Licensor and the City of Holdfast Bay.
- 2.6 Except where approved by the City of Holdfast Bay, the Sub-Licensee must not under any circumstances allow alcohol onto the Land and must ensure that its patrons, members and visitors do not bring alcohol onto the Land.
- 2.7 Smoking is not permitted on the Sub-Licence Area.
- 2.8 A breach of any of the Special Conditions will constitute a breach of this Sub-Licence.
- 2.9 The Sub-Licensee must keep the Sub-Licensor advised at all times of the names and telephone numbers of at least two (2) current contact persons.
- 2.10 For the avoidance of doubt, the Sub-Licensee acknowledges that the Sub-Licensor has no liability or responsibility for any fixtures, fittings and/or other items installed, owned or otherwise brought onto the Sub-Licence Area by the Sub-Licensee.

STANDARD SUB-LICENCE TERMS

1. DEFINITIONS AND INTERPRETATION

In this Sub-Licence, unless the context otherwise requires:

- 1.1 **Authority** means any governmental, semi-governmental or other authority having jurisdiction or authority in respect of the Sub-Licence Area;
- 1.2 **Commencement Date** means the date in Item 4;
- 1.3 **Sub-Licence Fee Review** is a review of the then current annual Sub-Licence Fee to an amount calculated by changing the Sub-Licence Fee payable by the Sub-Licensee during the year immediately preceding the review date (disregarding any Sub-Licence Fee free period or other incentive) by a percentage figure equal to the amount (expressed as a percentage) by which the Consumer Price Index (Adelaide - All Groups) has changed during the one year period immediately preceding the relevant review date provided that if during the term the Consumer Price Index ceases to be published or substantially changes, the City of Holdfast Bay will select another similar index or indicator of changes in consumer costs in lieu of the Consumer Price Index for the purposes of this definition;
- 1.4 **Expiry Date** means the date in Item 5;
- 1.5 **Default Rate** means the rate which is two per centum (2%) per annum greater than the published annual rate of interest charged from time to time by Westpac Banking Corporation on overdraft facilities of more than \$100,000.00 and if there is more than one rate published the highest of those rates;
- 1.6 **Land** means the land described in Item 1;
- 1.7 **Sub-Licence Area** means the sub-licence area described in Item 2;
- 1.8 **Sub-Licence Fee** means the fee in Item 3;
- 1.9 **Sub-Licensee's Agents** means each of the Sub-Licensee's agents, contractors, subcontractors, employees, officers, sub-lessees, licensees, invitees, or any other person claiming through or under the Sub-Licensee;
- 1.10 **Sub-Licensee's Share** means the proportion specified in Item 12;
- 1.11 **Sub-Licensor's Agents** means each of the Sub-Licensor's agents, contractors, subcontractors, employees, officers, sub-lessees, licensees (excluding the Sub-Licensee or the Sub-Licensee's Agents), invitees, or any other person claiming through or under the Sub-Licensor;
- 1.12 **Outgoings** means the outgoings described in Item 11;
- 1.13 **Permitted Use** means the use described in Item 6;
- 1.14 **Renewal Term** means the term (if any) of renewal or extension specified in Item 9;
- 1.15 **Review Date** means the dates in Item 8;

- 1.16 **Schedule** means the schedule attached to this Sub-Licence;
- 1.17 **Services** means electricity, gas, water, oil, telephone and other like services together with the services described in Item 10;
- 1.18 **Term** means the term commencing on the Commencement Date and expiring on the Expiry Date and any extension or renewal of this Sub-Licence or any period during which the Sub-Licensee uses the Sub-Licence Area;
- 1.19 **Times of Use** means the times set out in 0;
- 1.20 a reference to any document is a reference to that document as varied, novated or replaced from time to time;
- 1.21 the singular includes the plural and vice versa;
- 1.22 a reference to a gender includes all genders;
- 1.23 the use of the word “including” does not limit what else might be included;
- 1.24 a reference to a thing includes all or any part of it;
- 1.25 where a word or phrase is defined, its other grammatical forms have a corresponding meaning;
- 1.26 a reference to a person or entity includes a natural person, a partnership, corporation, trust, association, unincorporated body, authority or other entity;
- 1.27 a reference to a party includes that party’s legal personal representatives, successors and permitted assigns;
- 1.28 a term which purports to bind or benefit two or more persons binds or benefits them jointly and severally;
- 1.29 headings are inserted in this document for convenience only and are not intended to affect its interpretation;
- 1.30 a reference to a statute, ordinance, code or other law includes regulations and other instruments issued under it and consolidations, amendments, re-enactments or replacements of any of them; and
- 1.31 a reference to an Item means an Item in the Schedule.

2. **GRANT OF SUB-LICENCE**

The Sub-Licensor grants to the Sub-Licensee a non-exclusive Sub-licence to use the Sub-Licence Area for the Permitted Use and during the Times of Use. The Sub-Licensor will permit the Sub-Licensee and the Sub-Licensee’s Agents access for the purpose of ingress and egress to and from the Sub-Licence Area without hindrance over across and along all such parts of the Land as are reasonably necessary to access the Sub-Licence Area.

3. **TERM**

This Sub-Licence commences on the Commencement Date and continues until the Expiry Date or the prior surrender or termination of this Licence.

4. **SUB-LICENCE FEE**

- 4.1 The Sub-Licensee must pay to the Sub-Licensor or as the Sub-Licensor directs the Sub-Licence Fee without demand, set-off, counterclaim, withholding or deduction by way of quarterly instalments on or before 1 February, 1 May, 1 August and 1 November in each calendar year during the Term.
- 4.2 The Sub-Licence Fee will be reviewed on each Review Date in the manner described in Item 3.
- 4.3 Until the new Sub-Licence fee has been determined, the Sub-Licensee must continue to pay the Sub-Licence Fee payable before the Review Date.
- 4.4 Any variation in the Sub-Licence Fee takes effect on the Review Date and within fourteen (14) days of determination the Sub-Licensor must refund any overpayment or the Sub-Licensee must pay any shortfall.

5. **SERVICES**

The Sub-Licensee must pay charges for all Services supplied by any Authority to the Sub-Licensee.

6. **OUTGOINGS**

- 6.1 The Sub-Licensee must pay or reimburse to the Sub-Licensor, or as the Sub-Licensor directs, the Sub-Licensee's Share of all Outgoings levied, charged or assessed in respect of the Sub-Licence Area or the Land.
- 6.2 The Outgoings will be adjusted between the Sub-Licensee and the Sub-Licensor as at the date of commencement, expiry or termination (as the case may be) and the Sub-Licensor's proportion will be so much of any Outgoing that relates to any period of time not included in the Term of this Sub-Licence.

7. **POWER AND OTHER UTILITIES**

- 7.1 The Sub-Licensee must pay as and when they are due for payment, all costs for the use of the consumption of electricity supplied to or used from the Sub-Licence Area.
- 7.2 If there is no separate meter for recording or measuring the services and utilities consumed on or from the Sub-Licence Area, then the Sub-Licensor and Sub-Licensee must, if required by the City of Holdfast Bay, install the necessary meters at their own cost.

- 7.3 Without limiting the generality of this clause 7, the Sub-Licensee will comply in all respects with the *Electricity (General) Regulations 2012 (SA)* and any other applicable electricity laws.

8. PERMITTED USE

- 8.1 The Sub-Licensee must only use the Sub-Licence Area for the Permitted Use and during the Times of Use.
- 8.2 The Sub-Licensee must:
- (a) not carry on any offensive or dangerous activities on or from the Sub-Licence Area;
 - (b) not create a nuisance or disturbance for the Sub-Licensor or for the owners or occupiers of any adjoining property;
 - (c) ensure at all times that activities conducted on or from the Sub-Licence Area do not discredit the Sub-Licensor; and
 - (d) not transfer, Sub-Licence, charge or otherwise part with his, her or its interest in this Sub-Licence or otherwise part with possession of the Sub-Licence Area without the prior written consent of the Sub-Licensor and the City of Holdfast Bay.

9. SUB-LICENSOR'S RIGHTS AND OBLIGATIONS

- 9.1 Subject to the Sub-Licensor's rights and to the Sub-Licensee complying with the Sub-Licensee's obligations under this Sub-Licence, the Sub-Licensee may occupy the Sub-Licence Area during the Times of Use during the Term without interference from the Sub-Licensor.
- 9.2 The City of Holdfast Bay may enter the Sub-Licence Area at any time and without notice for any purpose including inspection or to carry out maintenance, repairs or building work which are the responsibility of the City of Holdfast Bay.

10. SUB-LICENSEE'S OBLIGATIONS

The Sub-Licensee must at its cost:

- 10.1 obey any law that requires the Sub-Licensee to do, or to refrain from doing anything concerning the Sub-Licence Area, the Sub-Licensee's use of the Sub-Licence Area, or this Sub-Licence;
- 10.2 obtain and keep current all consents, authorities, permits and licences necessary for the lawful conduct of the activities conducted by the Sub-Licensee in the Sub-Licence Area;
- 10.3 ensure that the Sub-Licence Area are used carefully and responsibly and in accordance with any directions that may be given by the Sub-Licensor from time to time;

- 10.4 immediately repair or make good any damage to the Land and/or the Sub-Licence Area caused or contributed by the act, omission, negligence or default of the Licensee (and/or its invitees);
- 10.5 only use the Sub-Licence Area for the Permitted Use specified in the Schedule;
- 10.6 keep the Sub-Licence Area clean and tidy and free from animals, vermin and pests;
- 10.7 comply with all laws, requirements and reasonable directions of the Sub-Licensor in relation to occupational health and safety, public health, fire safety and safety generally;
- 10.8 comply with all laws relating to:
 - (a) the Sub-Licensee's use and occupation of the Sub-Licence Area; and
 - (b) the Permitted Use;
- 10.9 obtain the Sub-Licensor's consent before the Sub-Licensee alters, installs any equipment or signage, re-designs the Sub-Licence Area or does any other building work in or on the Sub-Licence Area;
- 10.10 comply with the reasonable rules, requirements and directions of the Sub-Licensor regarding the use of the Sub-Licence Area and the Land;
- 10.11 following each Time of Use the Sub-Licensee must remove all rubbish and other items brought onto the Sub-Licence Area, and promptly make good any damage caused by the Sub-Licensee; and
- 10.12 upon the expiration or earlier cancellation of this Sub-Licence, make good any damage it has caused to the Sub-Licence Area during the Term.

11. RISK AND INSURANCES

- 11.1 The Sub-Licensee must effect and keep current during the Term the insurance policies specified in Item 13.
- 11.2 The Sub-Licensee must:
 - (a) whenever the Sub-Licensor asks, give the Sub-Licensor a copy of each insurance policy or a certificate of currency for the insurance; and
 - (b) notify the Sub-Licensor immediately if any such policy is cancelled or an event occurs which may allow a claim or affect rights under the policy.
- 11.3 The Sub-Licensee occupies and uses the Sub-Licence Area at the Sub-Licensee's own risk.

12. RELEASE AND INDEMNITY

- 12.1 The Sub-Licensee indemnifies the City of Holdfast Bay and its Agents against any action or demand due to any damage, loss, injury or death caused or contributed to by:

- (a) the Sub-Licensee's act, omission, default or negligence;
 - (b) the Sub-Licensee's use or occupation of the Sub-Licence Area and/or the Land;
 - (c) any breach of this Sub-Licence by the Sub-Licensee;
 - (d) damage to property or injury or death to any person; or
 - (e) any fire on or from the Sub-Licence Area, and the overflow or leakage of water or any other harmful substance or thing into or from the Sub-Licence Area.
- 12.2 The Sub-Licensee indemnifies the City of Holdfast Bay against any action or demand due to any damage, loss, injury or death caused or contributed to by the City of Holdfast Bay doing anything which the Sub-Licensee must do under this Sub-Licence, but has not done or has not done properly.
- 12.3 Each indemnity in this clause is independent from the Sub-Licensee's obligations under this Sub-Licence and does not end when this Sub-Licence ends.
- 12.4 The Sub-Licensee releases the City of Holdfast Bay and its Agents from, and agrees that the City of Holdfast Bay and its Agents will not be liable for liability or loss arising from, or costs incurred in connection with:
- (a) damage, loss, injury or death; and
 - (b) anything the Sub-Licensor is permitted or required to do under this Sub-Licence, except to the extent that the Licensor caused this by a negligent act or negligent omission.

13. BREACH

- 13.1 The Sub-Licensee breaches this Sub-Licence if:
- (a) the Sub-Licence Fee or any part of it is unpaid, it disobeys or otherwise fails to perform any term of this Sub-Licence and such noncompliance continues for a period of fourteen (14) days following service of a written notice of such default; or
 - (b) an order is made or a resolution passed that the corporation be wound up;
 - (c) an order is made or a meeting is called for the appointment of a provisional liquidator, a liquidator or an administrator to the Sub-Licensee;
 - (d) an administrator, a receiver, a manager or an inspector is appointed in respect of the Sub-Licensee or any of the assets of the Sub-Licensee;
 - (e) the Sub-Licensee is insolvent within the meaning of the *Corporations Act 2001* (Cth); or
 - (f) execution is levied against the Sub-Licensee and is not discharged within one (1) calendar month.

13.2 If the Sub-Licensee is in default of this Sub-Licence under clause 13.1 then Sub-Licensors may provide a written request to the City of Holdfast Bay to terminate this Sub-Licence and re-enter the Sub-Licence Area.

14. RENEWAL

14.1 If a right of renewal has been granted to the Sub-Licensee as described in Item 9 and the Sub-Licensee wishes to exercise that right of renewal, then the Sub-Licensee must serve a written notice on the Sub-Licensors not less than three (3) months and not more than six (6) months before the expiry of the then current term stating it requires a renewal of this Sub-Licence.

14.2 The Sub-Licensee will not be entitled to a right of renewal if:

- (a) the Sub-Licensee has been in breach of this Sub-Licence at any time before giving notice of the Sub-Licensee's exercise of the right of renewal;
- (b) the Sub-Licensee is in breach of the Sub-Licence at the time of giving that notice;
or
- (c) the Sub-Licensee is in breach or commits a breach of this Sub-Licence after giving notice but before commencement of the Renewal Term.

15. NATURE OF SUB-LICENCE

15.1 The rights under this Sub-Licence rest in contract only and do not create in or confer upon the Sub-Licensee any tenancy or any estate or interest in the Sub-Licence Area.

15.2 The rights granted shall not confer upon the Sub-Licensee or any person claiming through or under the Sub-Licensee any rights of exclusive occupation.

16. SPECIAL CONDITIONS

The Sub-Licensors and the Sub-Licensee acknowledge and agree that the Special Conditions described in Item 14 form part of this Sub-Licence and to the extent that there is any inconsistency between the terms of this Sub-Licence and the Special Conditions, the Special Conditions will prevail.

17. GST

17.1 For the purposes of GST levied or imposed on or in respect of any supply by the Sub-Licensors to the Sub-Licensee made under this Sub-Licence, the amount payable for that supply will be increased by the amount necessary to ensure that the payment made by the Sub-Licensee net of GST is the same as it would have been before the GST was levied or imposed and the Sub-Licensee must pay that amount as increased.

17.2 Words or expressions used in this Sub-Licence, which are defined in the *A New Tax System (Goods and Services Tax) Act 1999* (Cth), have the same meaning in this Sub-Licence.

18. INTEREST ON OVERDUE AMOUNTS

If the Sub-Licensee does not pay an amount when it is due, it must pay interest on that amount on demand from when the amount becomes due until it is paid in full. Interest is calculated on outstanding daily balances at the Default Rate.

19. MISCELLANEOUS

- 19.1 If the Sub-Licensee continues in occupation of the Sub-Licence Area after the Expiry Date with the consent of the Sub-Licensor the Sub-Licensee will thereupon become or be deemed to be a monthly tenant of the Sub-Licensor at a Sub-Licence Fee determined in accordance with this Item 8, and such tenancy will be subject to such of the conditions and covenants contained in this Sub-Licence as are applicable to a monthly tenancy.
- 19.2 The Sub-Licensor and the Sub-Licensee acknowledge and agree that this Sub-Licence contains and represents the entire agreement reached between them with regard to the Land and that no promises, representations or undertakings, other than those contained in this Sub-Licence, were made or given or relied upon.
- 19.3 The Sub-Licensor makes no warranty or representation regarding the suitability of the Sub-Licence Area (structural or otherwise) for the Permitted Use or any other purpose.
- 19.4 If any part of this Sub-Licence is found to be invalid or void or unenforceable, then that part will be severed from this Sub-Licence and the remainder of this Sub-Licence will continue to apply.
- 19.5 Each party will pay its own costs and expenses in relation to the negotiation, preparation and execution of this Sub-Licence. The Sub-Licensee must pay all stamp duty (if any) assessed or chargeable in respect of this Sub-Licence.
- 19.6 In addition to any other means of giving notice, any notice will be taken to have been given if it is in writing and signed by or on behalf of the party giving the notice and either delivered or sent by ordinary pre-paid post to the other party at the address set out in this Sub-Licence or such other address as may be advised in writing. A notice will be taken to have been given at the time of delivery or on the day following the date of posting (whether actually received or not).
- 19.7 This Sub-Licence is governed by the laws of South Australia. The parties submit to the jurisdiction of the courts of South Australia and agree to issue any proceedings relating to this Sub-Licence in those courts.
- 19.8 Every provision of this Sub-Licence is independent of the other. Any provision which is prohibited or unenforceable in any jurisdiction will be ineffective to the extent only of such prohibition or unenforceability, and the other provisions will remain in force.
- 19.9 Any variation of this Sub-Licence must be in writing and signed by each party.
- 19.10 Unless otherwise stated, the Sub-Licensor may in its discretion give (conditionally or unconditionally) or withhold any approval or consent under this Sub-Licence.

Executed as a deed on

The Common Seal of City of Holdfast Bay
was hereunto affixed in the presence of:

Executed by Craig Clinton Baker in the presence
of:

.....
Mayor


.....
Signature of Authorised Officer

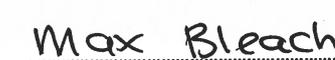
.....
Chief Executive Officer


.....
Name of Authorised Officer

The Common Seal of Brighton Rugby Union
Football Club Incorporated was hereunto affixed
in the presence of:

.....
~~Name of Authorised Officer~~


.....
Signature of Authorised Officer


.....
Name of Authorised Officer


.....
Name of Authorised Officer

President BRUFC

VICE PRESIDENT BRUFC

Annexure A



Item No: 15.11

Subject: **BRIGHTON LACROSSE CLUB – SUB-LICENCE WITH BRIGHTON BOMBERS FOOTBALL CLUB**

Summary

Brighton Bombers Football Club is seeking access to the lacrosse field at Brighton Oval for football matches and training during the football season.

This report seeks Council's endorsement for Brighton Lacrosse Club to enter into a Sub-Licence with Brighton Bombers Football Club for a period of four years commencing 1 March 2026.

Recommendation

- 1. That Council approves a Sub-Licence between Brighton Lacrosse Club Incorporated (as Sub-Licensor) and Brighton District and Old Scholars Football Club Incorporated (as Sub-Licensee) in respect of the lacrosse playing field at Brighton Oval, for a period of four years commencing 1 March 2026 and expiring 28 February 2030, and on the terms and conditions detailed in Attachment 1 of this report.**
 - 2. That the Mayor and Chief Executive Officer be authorised to execute and seal any documents required to give effect to this Sub-Licence.**
-

Background

At its meeting held on 9 June 2020, Council resolved to enter into a lease with Brighton Lacrosse Club to exclusively occupy a newly constructed clubroom along the Hight Avenue section of Brighton Oval. The initial term was for a period of five years commencing 6 July 2020, together with a five-year right of renewal (C090620/1926).

Under the terms of the lease, the Club is entitled to a non-exclusive Licence over the lacrosse field. Any ongoing and regular use must be documented in a Sub-Licence agreement, subject to the prior written approval of Council.

Council Administration commenced discussions with Committee members of the Brighton Lacrosse, Cricket, and Football Clubs in mid-2024 regarding use of the lacrosse field. These discussions involved extensive negotiations to ensure fair and equitable access, along with fee arrangements consistent with Council Policy. As the Lacrosse Club's head lease was due to expire in 2025, endorsement of the proposed sub-licences could not occur until renewal of the head lease had first been secured.

At its meeting held on 23 September 2025, Council resolved to grant the five-year renewal (C230925/9165). At its meeting held on 14 October 2025, Council resolved to approve a five-year Sub-Licence between Brighton Lacrosse Club and Brighton Cricket Club during the summer season (C141025/9179). With the upcoming commencement of pre-season training, it

is now time to formalise the arrangements with Brighton Bombers Football Club for their use of the lacrosse field during winter.

Report

Head Lease

Brighton Lacrosse Club currently holds a five-year lease over the easternmost building at Brighton Oval through to 5 July 2030, with no further right of renewal. Under Special Condition 4 of the head lease they hold rights over the lacrosse field by way of a Licence during:

- Official tenant training times as approved by the landlord.
- During official Australian Lacrosse Association fixtures.
- For the purpose of the permitted use (community recreational lacrosse and hiring out of the premises).

Given the above, a sub-licence is required between Brighton Lacrosse Club and Brighton Bombers Football Club rather than an agreement direct with Council.

Special Condition 8.3 requires the premises, which extends to the oval, to be hired for or used by community groups for community sport services when not required by the tenant. The Brighton Lacrosse Committee has been supportive in ensuring the field is available to other user groups requiring space.

Brighton Bombers Football Club

The Club's roots go back over 130 years, with its current form established in 1991 through the merger of the Brighton Football Club and the Brighton High Old Scholars Football Club. Being one of the top five largest community clubs in South Australia, it competes in the Adelaide Footy League. As of 2025 the Club has an impressive 793 members across 38 teams over senior and junior grades, of which just under 18% are female.

Sub-Licence Terms

Administration has assisted with populating the sub-licence template, which is summarised in the table below. A copy of the agreement, which will not be signed by both clubs until Council endorses it, is provided as Attachment 1 to this report.

Refer Attachment 1

Head Lessor:	City of Holdfast Bay
Sub-Licensor:	Brighton Lacrosse Club Incorporated
Sub-Licensee:	Brighton District & Old Scholars Football Club Incorporated
Site:	Brighton Oval
Licensed Area:	Lacrosse playing field
Term of Licence:	4 years
Commencement Date:	1 March 2026
Expiry Date:	28 February 2030
Renewal:	Nil
Licence Fee:	\$1,000 plus GST per annum (Payable to Brighton Lacrosse Club)

Licence Fee Review:	CPI on the anniversary of the commencement
Dates of Use:	March - September
Times of Use:	Wednesday 4:30-8:30pm (4:30-6pm in March) Sunday 8am – 1pm
Outgoings:	Nil

Calculation of Licence Fee

In calculating the licence fee, Administration sought advice from surrounding Councils. Benchmarking identified rates ranging between \$440 and \$570 per day of use per season, with some councils applying seasonal charges in excess of \$1,200. In line with this range, it is proposed that a seasonal fee of \$1,000 plus GST be adopted. This fee, as well as Brighton Cricket Club's fee of \$2,440.74, is payable to Brighton Lacrosse Club to offset their oval maintenance charge of \$4,881.48 per annum.

Summary

Green space across the City of Holdfast Bay is in high demand. As a result of the overwhelming success and growth of the Brighton Oval precinct clubs, it is important for Council to assist community user groups in gaining fair and equitable access to facilities. The proposed new terms are considered to strike a balance between the interests of both clubs and align with Council policy objectives.

Budget

The income derived from this agreement will flow through to Brighton Lacrosse Club rather than council. Council will invoice Brighton Cricket Club direct for the water use over the summer season.

Life Cycle Costs

Under the terms of the Head lease, Council is responsible for the maintenance of the licenced area. Brighton Lacrosse Club contributes to the cost of upkeep due to it being above reserve standard, which is a currently \$4,881.48. The cost to Council is \$56,736 per annum.

Strategic Plan

Vision – creating a welcoming and healthy place for everyone

Council Policy

Sporting and Community Leasing Policy

Statutory Provisions

Local Government Act 1999, section 202

Written By: Property Manager

General Manager: Assets and Delivery, Ms C Hughes

Attachment 1

SUB-LICENCE

BRIGHTON LACROSSE CLUB INC

ABN 59 310 247 094

(Sub-Licensor)

and

BRIGHTON DISTRICT & OLD SCHOLARS FOOTBALL CLUB INC

ABN 62 197 849 893

(Sub-Licensee)

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Sub-Licence

Parties

1. **Brighton Lacrosse Club Inc** ABN 59 310 247 094 of PO Box 101 Brighton SA 5048 (**Sub-Licensor**)
2. **Brighton Districts and Old Scholars Football Club Inc** ABN 62 197 849 893 of PO Box 593 Brighton SA 5048 (**Sub-Licensee**)

Grant of Sub-Licence

The Sub-Licensor grants to the Sub-Licensee a Sub-licence to use the Sub-Licence Area described in this Schedule on the terms and conditions contained in this Schedule and the attached Standard Sub-Licence Terms which form part of this Sub-Licence.

SCHEDULE

Item 1	Land The whole of the land comprised in Certificates of Title Register Book Volume 5748 Folios 558, 560 and 561, Volume 5750 Folios 182, 183, 184, 185, 186 and 187 and Volume 5733 Folio 512
Item 2	Sub-Licence Area That portion of the land comprised in Certificate of Title Register Book Volume 5750 Folio 187 as delineated in red on the plan attached hereto as Annexure A and known as the Brighton Lacrosse Field, 410-420 Brighton Road Hove SA 5048
Item 3	Sub-Licence Fee Subject to the Sub-Licence Fee review provisions contained herein and clause 17, the annual Sub-Licence Fee will be \$1,000 per week plus GST.
Item 4	Commencement Date 1 March 2026
Item 5	Expiry Date 28 February 2030
Item 6	Permitted Use The provision of community recreational Australian rules football and for such other lawful use to which the Sub-Licensor may consent in writing.

Item 7	<p>Times of Use</p> <p>Times of Use means every:</p> <p>(a) Wednesday from 4:30pm to 8:30pm, reduced to 4:30 pm to 6:00 pm during the month of March.</p> <p>(b) Sunday from 8:00am to 1:00pm,</p> <p>during the period from 1 March to 30 September (inclusive) in each calendar year during the Term of this Sub-Licence and during such other times as agreed in writing between the parties from time to time.</p>
<p>Item 8</p> <p>Dates:</p> <p>Method:</p>	<p>Sub-Licence Fee Review</p> <p>(a) 1 March 2026</p> <p>(b) 1 March 2027</p> <p>(c) 1 March 2028</p> <p>As at and from each review dated specified above there shall be a CPI Review.</p>
Item 9	<p>Renewal</p> <p>Nil</p>
Item 10	<p>Services</p> <p>Nil</p>
Item 11	<p>Outgoings</p> <p>Nil</p>
Item 12	<p>Sub-Licensee's Share</p> <p>Not Applicable</p>
Item 13	<p>Public Risk Insurance</p> <p>The Sub-Licensee must effect and keep current during the Term a policy of public risk insurance applicable to the Sub-Licence Area and the Permitted Use in the name of the Sub-Licensee (but noting the Council's interest) for an amount not less than \$20,000,000.00 per claim and unlimited in the annual aggregate, or such higher amount as the Licensor may reasonably require from time to time.</p>
Item 14	<p>Special Conditions</p> <p>1. Child Safe Environment</p> <p>1.1 The Sub-Licensee acknowledges that the City of Holdfast Bay is committed to providing a child safe environment (as defined by the <i>Children and Young People (Safety) Act 2017 (SA)</i>) at all times. A child safe environment is 'an environment, which is both child-</p>

safe and child-friendly, where children are valued and feel respected and encouraged to reach their full potential.

- 1.2 The Sub-Licensee represents to the Licensor that it has fulfilled and will ensure that it continues to fulfil its requirements under the *Children and Young People (Safety) Act 2017 (SA)* in relation to occupying the Sub-Licence Area for the Permitted Use.
- 1.3 The Sub-Licensee must act in the best interests of the community at large.
- 1.4 The Sub-Licensee must at the request of the City of Holdfast Bay provide a current police clearance, working with children check and/or the relevant criminal history screening certificate under relevant legislation for the Sub-Licensee or any of the Sub-Licensee's officers, volunteers, members, employees, contractors, tenants and agents who provide recreation and education services from the Sub-Licence Area.
- 1.5 If the City of Holdfast Bay makes a request of the Sub-Licensee under this Special Condition, the Sub-Licensee must provide the requested documents within ten (10) business days of such request. Failure to do so will be considered a breach of an essential term of this Sub-Licence.

2. Use of Sub-Licence Area

- 2.1 The Sub-Licensee acknowledges that the grant of this Sub-licence is non-exclusive, and that the Sub-Licensor may itself, or may grant to third parties by way of a hire agreement, use of the Sub-Licence Area outside of the Times of Use. The Sub-Licensor agrees to consult with the Sub-Licensee prior to exercising its rights of this Special Condition.
- 2.2 The Sub-Licensor acknowledged that it may neither use nor grant to third parties use of the Sub-Licence area during the Times of Use expressed in Item 7, unless otherwise consented to by the Sub-Licensee following prior written request.
- 2.3 The Sub-Licensee must leave the Land (including the Sub-Licence Area) in a clean and tidy state at the end of each use.
- 2.4 The Sub-Licensee is responsible for all costs in connection with caretaking and security services in respect of the Sub-Licence Area.
- 2.5 The Sub-Licensee must not undertake any alterations, additions or modifications to any structure, path or anything built on the Land or within the Sub-Licence Area nor erect nor install any signage on the Land or within the Sub-Licence Area without the prior written consent of the Sub-Licensor and the City of Holdfast Bay.

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| | <p>2.6 Except where approved by the City of Holdfast Bay, the Sub-Licensee must not under any circumstances allow alcohol onto the Land and must ensure that its patrons, members and visitors do not bring alcohol onto the Land.</p> <p>2.7 Smoking is not permitted on the Sub-Licence Area.</p> <p>2.8 A breach of any of the Special Conditions will constitute a breach of this Sub-Licence.</p> <p>2.9 The Sub-Licensee must keep the Sub-Licensors advised at all times of the names and telephone numbers of at least two (2) current contact persons.</p> <p>2.10 For the avoidance of doubt, the Sub-Licensee acknowledges that the Sub-Licensors has no liability or responsibility for any fixtures, fittings and/or other items installed, owned or otherwise brought onto the Sub-Licence Area by the Sub-Licensee.</p> |
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STANDARD SUB-LICENCE TERMS

1. DEFINITIONS AND INTERPRETATION

In this Sub-Licence, unless the context otherwise requires:

- 1.1 **Authority** means any governmental, semi-governmental or other authority having jurisdiction or authority in respect of the Sub-Licence Area;
- 1.2 **Commencement Date** means the date in Item 4;
- 1.3 **Sub-Licence Fee Review** is a review of the then current annual Sub-Licence Fee to an amount calculated by changing the Sub-Licence Fee payable by the Sub-Licensee during the year immediately preceding the review date (disregarding any Sub-Licence Fee free period or other incentive) by a percentage figure equal to the amount (expressed as a percentage) by which the Consumer Price Index (Adelaide - All Groups) has changed during the one year period immediately preceding the relevant review date provided that if during the term the Consumer Price Index ceases to be published or substantially changes, the City of Holdfast Bay will select another similar index or indicator of changes in consumer costs in lieu of the Consumer Price Index for the purposes of this definition;
- 1.4 **Expiry Date** means the date in Item 5;
- 1.5 **Default Rate** means the rate which is two per centum (2%) per annum greater than the published annual rate of interest charged from time to time by Westpac Banking Corporation on overdraft facilities of more than \$100,000.00 and if there is more than one rate published the highest of those rates;
- 1.6 **Land** means the land described in Item 1;
- 1.7 **Sub-Licence Area** means the sub-licence area described in Item 2;
- 1.8 **Sub-Licence Fee** means the fee in Item 3;
- 1.9 **Sub-Licensee's Agents** means each of the Sub-Licensee's agents, contractors, subcontractors, employees, officers, sub-lessees, licensees, invitees, or any other person claiming through or under the Sub-Licensee;
- 1.10 **Sub-Licensee's Share** means the proportion specified in Item 12;
- 1.11 **Sub-Licensor's Agents** means each of the Sub-Licensor's agents, contractors, subcontractors, employees, officers, sub-lessees, licensees (excluding the Sub-Licensee or the Sub-Licensee's Agents), invitees, or any other person claiming through or under the Sub-Licensor;
- 1.12 **Outgoings** means the outgoings described in Item 11;
- 1.13 **Permitted Use** means the use described in Item 6;
- 1.14 **Renewal Term** means the term (if any) of renewal or extension specified in Item 9;
- 1.15 **Review Date** means the dates in Item 8;

- 1.16 **Schedule** means the schedule attached to this Sub-Licence;
- 1.17 **Services** means electricity, gas, water, oil, telephone and other like services together with the services described in Item 10;
- 1.18 **Term** means the term commencing on the Commencement Date and expiring on the Expiry Date and any extension or renewal of this Sub-Licence or any period during which the Sub-Licensee uses the Sub-Licence Area;
- 1.19 **Times of Use** means the times set out in Item 7;
- 1.20 a reference to any document is a reference to that document as varied, novated or replaced from time to time;
- 1.21 the singular includes the plural and vice versa;
- 1.22 a reference to a gender includes all genders;
- 1.23 the use of the word "including" does not limit what else might be included;
- 1.24 a reference to a thing includes all or any part of it;
- 1.25 where a word or phrase is defined, its other grammatical forms have a corresponding meaning;
- 1.26 a reference to a person or entity includes a natural person, a partnership, corporation, trust, association, unincorporated body, authority or other entity;
- 1.27 a reference to a party includes that party's legal personal representatives, successors and permitted assigns;
- 1.28 a term which purports to bind or benefit two or more persons binds or benefits them jointly and severally;
- 1.29 headings are inserted in this document for convenience only and are not intended to affect its interpretation;
- 1.30 a reference to a statute, ordinance, code or other law includes regulations and other instruments issued under it and consolidations, amendments, re-enactments or replacements of any of them; and
- 1.31 a reference to an Item means an Item in the Schedule.

2. **GRANT OF SUB-LICENCE**

The Sub-Licensor grants to the Sub-Licensee a non-exclusive Sub-licence to use the Sub-Licence Area for the Permitted Use and during the Times of Use. The Sub-Licensor will permit the Sub-Licensee and the Sub-Licensee's Agents access for the purpose of ingress and egress to and from the Sub-Licence Area without hindrance over across and along all such parts of the Land as are reasonably necessary to access the Sub-Licence Area.

3. **TERM**

This Sub-Licence commences on the Commencement Date and continues until the Expiry Date or the prior surrender or termination of this Licence.

4. **SUB-LICENCE FEE**

- 4.1 The Sub-Licensee must pay to the Sub-Licensor or as the Sub-Licensor directs the Sub-Licence Fee without demand, set-off, counterclaim, withholding or deduction by way of two (2) equal instalments on or before 1 April and 1 August in each calendar year during the Term.
- 4.2 The Sub-Licence Fee will be reviewed on each Review Date in the manner described in Item 3.
- 4.3 Until the new Sub-Licence fee has been determined, the Sub-Licensee must continue to pay the Sub-Licence Fee payable before the Review Date.
- 4.4 Any variation in the Sub-Licence Fee takes effect on the Review Date and within fourteen (14) days of determination the Sub-Licensor must refund any overpayment or the Sub-Licensee must pay any shortfall.

5. **SERVICES**

The Sub-Licensee must pay charges for all Services supplied by any Authority to the Sub-Licensee.

6. **OUTGOINGS**

- 6.1 The Sub-Licensee must pay or reimburse to the Sub-Licensor, or as the Sub-Licensor directs, the Sub-Licensee's Share of all Outgoings levied, charged or assessed in respect of the Sub-Licence Area or the Land.
- 6.2 The Outgoings will be adjusted between the Sub-Licensee and the Sub-Licensor as at the date of commencement, expiry or termination (as the case may be) and the Sub-Licensor's proportion will be so much of any Outgoing that relates to any period of time not included in the Term of this Sub-Licence.

7. **POWER AND OTHER UTILITIES**

- 7.1 The Sub-Licensee must pay as and when they are due for payment, all costs for the use of the consumption of electricity supplied to or used from the Sub-Licence Area.
- 7.2 If there is no separate meter for recording or measuring the services and utilities consumed on or from the Sub-Licence Area, then the Sub-Licensor and Sub-Licensee must, if required by the City of Holdfast Bay, install the necessary meters at their own cost. Where a separate meter is required, the City of Holdfast Bay will facilitate the installation and provide notification to the Sub Licensor prior.

7.3 Without limiting the generality of this clause 7, the Sub-Licensee will comply in all respects with the *Electricity (General) Regulations 2012* (SA) and any other applicable electricity laws.

8. PERMITTED USE

8.1 The Sub-Licensee must only use the Sub-Licence Area for the Permitted Use and during the Times of Use.

8.2 The Sub-Licensee must:

- (a) not carry on any offensive or dangerous activities on or from the Sub-Licence Area;
- (b) not create a nuisance or disturbance for the Sub-Licensor or for the owners or occupiers of any adjoining property;
- (c) ensure at all times that activities conducted on or from the Sub-Licence Area do not discredit the Sub-Licensor; and
- (d) not transfer, Sub-Licence, charge or otherwise part with his, her or its interest in this Sub-Licence or otherwise part with possession of the Sub-Licence Area without the prior written consent of the Sub-Licensor and the City of Holdfast Bay.

9. SUB-LICENSOR'S RIGHTS AND OBLIGATIONS

9.1 Subject to the Sub-Licensor's rights and to the Sub-Licensee complying with the Sub-Licensee's obligations under this Sub-Licence, the Sub-Licensee may occupy the Sub-Licence Area during the Times of Use during the Term without interference from the Sub-Licensor.

9.2 The City of Holdfast Bay may enter the Sub-Licence Area at any time and without notice for any purpose including inspection or to carry out maintenance, repairs or building work which are the responsibility of the City of Holdfast Bay.

10. SUB-LICENSEE'S OBLIGATIONS

The Sub-Licensee must at its cost:

10.1 obey any law that requires the Sub-Licensee to do, or to refrain from doing anything concerning the Sub-Licence Area, the Sub-Licensee's use of the Sub-Licence Area, or this Sub-Licence;

10.2 obtain and keep current all consents, authorities, permits and licences necessary for the lawful conduct of the activities conducted by the Sub-Licensee in the Sub-Licence Area;

10.3 ensure that the Sub-Licence Area are used carefully and responsibly and in accordance with any directions that may be given by the Sub-Licensor from time to time;

- 10.4 immediately repair or make good any damage to the Land and/or the Sub-Licence Area caused or contributed by the act, omission, negligence or default of the Licensee (and/or its invitees) noting;
- (a) Upon conclusion of the winter season the City of Holdfast Bay's Open Space team will identify any turf remediation works required, and will facilitate such works at Council's expense;
 - (b) If the Sub-Licensor or Sub-Licensee require works to bring the oval to a standard higher than a local community sporting ground, they will be liable for the cost of such works.
- 10.5 only use the Sub-Licence Area for the Permitted Use specified in the Schedule;
- 10.6 keep the Sub-Licence Area clean and tidy and free from animals, vermin and pests;
- 10.7 comply with all laws, requirements and reasonable directions of the Sub-Licensor in relation to occupational health and safety, public health, fire safety and safety generally;
- 10.8 comply with all laws relating to:
- (a) the Sub-Licensee's use and occupation of the Sub-Licence Area; and
 - (b) the Permitted Use;
- 10.9 obtain the Sub-Licensor's consent before the Sub-Licensee alters, installs any equipment or signage, re-designs the Sub-Licence Area or does any other building work in or on the Sub-Licence Area;
- 10.10 comply with the reasonable rules, requirements and directions of the Sub-Licensor regarding the use of the Sub-Licence Area and the Land;
- 10.11 following each Time of Use the Sub-Licensee must remove all rubbish and other items brought onto the Sub-Licence Area, and promptly make good any damage caused by the Sub-Licensee; and
- 10.12 upon the expiration or earlier cancellation of this Sub-Licence, make good any damage it has caused to the Sub-Licence Area during the Term.

11. RISK AND INSURANCES

- 11.1 The Sub-Licensee must effect and keep current during the Term the insurance policies specified in Item 13.
- 11.2 The Sub-Licensee must:
- (a) whenever the Sub-Licensor asks, give the Sub-Licensor a copy of each insurance policy or a certificate of currency for the insurance; and
 - (b) notify the Sub-Licensor immediately if any such policy is cancelled or an event occurs which may allow a claim or affect rights under the policy.

11.3 The Sub-Licensee occupies and uses the Sub-Licence Area at the Sub-Licensee's own risk.

12. **RELEASE AND INDEMNITY**

12.1 The Sub-Licensee indemnifies the City of Holdfast Bay and its Agents against any action or demand due to any damage, loss, injury or death caused or contributed to by:

- (a) the Sub-Licensee's act, omission, default or negligence;
- (b) the Sub-Licensee's use or occupation of the Sub-Licence Area and/or the Land;
- (c) any breach of this Sub-Licence by the Sub-Licensee;
- (d) damage to property or injury or death to any person; or
- (e) any fire on or from the Sub-Licence Area, and the overflow or leakage of water or any other harmful substance or thing into or from the Sub-Licence Area.

12.2 The Sub-Licensee indemnifies the City of Holdfast Bay against any action or demand due to any damage, loss, injury or death caused or contributed to by the City of Holdfast Bay doing anything which the Sub-Licensee must do under this Sub-Licence, but has not done or has not done properly.

12.3 Each indemnity in this clause is independent from the Sub-Licensee's obligations under this Sub-Licence and does not end when this Sub-Licence ends.

12.4 The Sub-Licensee releases the City of Holdfast Bay and its Agents from, and agrees that the City of Holdfast Bay and its Agents will not liable for liability or loss arising from, or costs incurred in connection with:

- (a) damage, loss, injury or death; and
- (b) anything the Sub-Licensor is permitted or required to do under this Sub-Licence, except to the extent that the Licensor cause this by a negligent act or negligent omission.

13. **BREACH**

13.1 The Sub-Licensee breaches this Sub-Licence if:

- (a) the Sub-Licence Fee or any part of it is unpaid, it disobeys or otherwise fails to perform any term of this Sub-Licence and such noncompliance continues for a period of fourteen (14) days following service of a written notice of such default; or
- (b) an order is made or a resolution passed that the corporation be wound up;
- (c) an order is made or a meeting is called for the appointment of a provisional liquidator, a liquidator or an administrator to the Sub-Licensee;

- (d) an administrator, a receiver, a manager or an inspector is appointed in respect of the Sub-Licensee or any of the assets of the Sub-Licensee;
- (e) the Sub-Licensee is insolvent within the meaning of the *Corporations Act 2001* (Cth); or
- (f) execution is levied against the Sub-Licensee and is not discharged within one (1) calendar month.

13.2 If the Sub-Licensee is in default of this Sub-Licence under clause 13.1 then Sub-Licensor may provide a written request to the City of Holdfast Bay to terminate this Sub-Licence and re-enter the Sub-Licence Area.

14. RENEWAL

14.1 If a right of renewal has been granted to the Sub-Licensee as described in Item 9 and the Sub-Licensee wishes to exercise that right of renewal, then the Sub-Licensee must serve a written notice on the Sub-Licensor not less than three (3) months and not more than six (6) months before the expiry of the then current term stating it requires a renewal of this Sub-Licence.

14.2 The Sub-Licensee will not be entitled to a right of renewal if:

- (a) the Sub-Licensee has been in breach of this Sub-Licence at any time before giving notice of the Sub-Licensee's exercise of the right of renewal;
- (b) the Sub-Licensee is in breach of the Sub-Licence at the time of giving that notice; or
- (c) the Sub-Licensee is in breach or commits a breach of this Sub-Licence after giving notice but before commencement of the Renewal Term.

15. NATURE OF SUB-LICENCE

15.1 The rights under this Sub-Licence rest in contract only and do not create in or confer upon the Sub-Licensee any tenancy or any estate or interest in the Sub-Licence Area.

15.2 The rights granted shall not confer upon the Sub-Licensee or any person claiming through or under the Sub-Licensee any rights of exclusive occupation.

16. SPECIAL CONDITIONS

The Sub-Licensor and the Sub-Licensee acknowledge and agree that the Special Conditions described in Item 14 form part of this Sub-Licence and to the extent that there is any inconsistency between the terms of this Sub-Licence and the Special Conditions, the Special Conditions will prevail.

17. GST

17.1 For the purposes of GST levied or imposed on or in respect of any supply by the Sub-Licensor to the Sub-Licensee made under this Sub-Licence, the amount payable for

that supply will be increased by the amount necessary to ensure that the payment made by the Sub-Licensee net of GST is the same as it would have been before the GST was levied or imposed and the Sub-Licensee must pay that amount as increased.

- 17.2 Words or expressions used in this Sub-Licence, which are defined in the *A New Tax System (Goods and Services Tax) Act 1999* (Cth), have the same meaning in this Sub-Licence.

18. INTEREST ON OVERDUE AMOUNTS

If the Sub-Licensee does not pay an amount when it is due, it must pay interest on that amount on demand from when the amount becomes due until it is paid in full. Interest is calculated on outstanding daily balances at the Default Rate.

19. MISCELLANEOUS

- 19.1 If the Sub-Licensee continues in occupation of the Sub-Licence Area after the Expiry Date with the consent of the Sub-Licensor the Sub-Licensee will thereupon become or be deemed to be a monthly tenant of the Sub-Licensor at a Sub-Licence Fee determined in accordance with this Item 8, and such tenancy will be subject to such of the conditions and covenants contained in this Sub-Licence as are applicable to a monthly tenancy.
- 19.2 The Sub-Licensor and the Sub-Licensee acknowledge and agree that this Sub-Licence contains and represents the entire agreement reached between them with regard to the Land and that no promises, representations or undertakings, other than those contained in this Sub-Licence, were made or given or relied upon.
- 19.3 The Sub-Licensor makes no warranty or representation regarding the suitability of the Sub-Licence Area (structural or otherwise) for the Permitted Use or any other purpose.
- 19.4 If any part of this Sub-Licence is found to be invalid or void or unenforceable, then that part will be severed from this Sub-Licence and the remainder of this Sub-Licence will continue to apply.
- 19.5 Each party will pay its own costs and expenses in relation to the negotiation, preparation and execution of this Sub-Licence. The Sub-Licensee must pay all stamp duty (if any) assessed or chargeable in respect of this Sub-Licence.
- 19.6 In addition to any other means of giving notice, any notice will be taken to have been given if it is in writing and signed by or on behalf of the party giving the notice and either delivered or sent by ordinary pre-paid post to the other party at the address set out in this Sub-Licence or such other address as may be advised in writing. A notice will be taken to have been given at the time of delivery or on the day following the date of posting (whether actually received or not).
- 19.7 This Sub-Licence is governed by the laws of South Australia. The parties submit to the jurisdiction of the courts of South Australia and agree to issue any proceedings relating to this Sub-Licence in those courts.

- 19.8 Every provision of this Sub-Licence is independent of the other. Any provision which is prohibited or unenforceable in any jurisdiction will be ineffective to the extent only of such prohibition or unenforceability, and the other provisions will remain in force.
- 19.9 Any variation of this Sub-Licence must be in writing and signed by each party.
- 19.10 Unless otherwise stated, the Sub-Licensor may in its discretion give (conditionally or unconditionally) or withhold any approval or consent under this Sub-Licence.

DRAFT

Executed as a deed on

The Common Seal of City of Holdfast Bay
was hereunto affixed in the presence of:

.....
Mayor

.....
Chief Executive Officer

The Common Seal of Brighton Lacrosse Club
Inc was hereunto affixed in the presence of:

.....
Signature of Authorised Officer

.....
Name of Authorised Officer

The Common Seal of Brighton Districts and Old Scholars Football
Club Inc was hereunto affixed in the presence of:

.....
Signature of Authorised Officer

.....
Name of Authorised Officer

Annexure A



Government
of South Australia

Land Services Group

Item No: 15.12

Subject: HERITAGE ADVISORY COMMITTEE MEMBER APPOINTMENTS

Summary

This report recommends the appointment of two community members and one Elected Member to the newly established Heritage Advisory Committee, to achieve the membership quota outlined in the Committee's Terms of Reference.

Recommendation

That Council:

- 1** appoints Councillor _____, as an Elected Member representative to the Heritage Advisory Committee for the term of Council; and
 - 2.** appoints Mr Alexander Wilkinson and Mr Grant Tinney as independent representatives to the Heritage Advisory Committee from 30 January 2026 to 30 January 2030.
-

Background

At its meeting held on 27 May 2025 Council resolved to establish a Heritage Advisory Committee pursuant to section 41 of the *Local Government Act 1999* (C270525/8060). The resolution also adopted Terms of Reference that prescribe the membership makeup of the Heritage Advisory Committee, which includes three Elected Members and two community members. Councillors Bradshaw, Fleming and Miller were appointed to the Heritage Advisory Committee as Elected Member representatives. As part of the same resolution, Council delegated its authority to the Chief Executive Officer to invite expressions of interest for the two community member vacancies to the Heritage Advisory Committee for Council's future consideration and appointment.

Report

The Heritage Advisory Committee was established pursuant to section 41 of the *Local Government Act 1999* to assist Council with advice relating to heritage matters, supporting and partnering with the Holdfast Bay community and government agencies in relation to urban heritage matters. The Heritage Advisory Committee's focus will encompass buildings, precincts, places, and streetscapes that are representative of the city's urban and social heritage.

Membership for Elected Members to the Heritage Advisory Committee is prescribed by its Terms of Reference, which requires that:

- 4.1 *Membership of the Committee shall consist of each of the following persons:*
- 4.1.1 *up to three (3) Council Member representatives; and*
- 4.1.2 *up to a maximum of two (2) independent members, to be appointed by Council following a publicly advertised expression of interest process.*
- 4.2 *A Member will, subject to the Act, hold office as a member of the Committee until their office becomes vacant by virtue of clause 4.4 of these Terms of Reference or until the conclusion of the current term of Council.*
- 4.4 *A person ceases to be a Member upon any of the following circumstances occurring:*
- 4.4.2 *the Member resigns from office by written notice to the Council.*

Tenure of membership for community members to the Heritage Advisory Committee is prescribed by its Terms of Reference, which requires that:

- 4.6 *Membership of the committee will be up to a maximum four (4) year term.*

Although three Elected Members were appointed to the Heritage Advisory Committee at the time of its establishment, the recent resignation of Councillor Bradshaw requires the appointment of a replacement Elected Member to the Heritage Advisory Committee.

With respect to the appointment of two community members to the Heritage Advisory Committee, an open expression of interest process was undertaken, which resulted in the receipt of four submissions. Councillor Fleming, Councillor Miller, the General Manager Strategy and Corporate and the Manager Development Services met to review the expressions of interest, determining that two standout submissions warranted recommendation to Council for appointment, being Mr Alexander (Sandy) Wilkinson and Mr Grant Tinney.

Mr Alexander (Sandy) Wilkinson is a highly regarded conservation architect with an extensive resume of involvement with conservation projects in Adelaide over a 30+ year period. Mr Wilkinson also has an excellent understanding of local government having both worked in the sector and through his current appointment as an Elected Member with the City of Norwood, Payneham and St Peters.

Mr Grant Tinney is a local resident of Holdfast Bay with an extensive involvement in the city's local history over many decades. Having been a long-time custodian of Dunluce Castle at Brighton, Mr Tinney brings a local and practical perspective to the Heritage Advisory Committee. Mr Tinney's extensive research and advocacy for the city's heritage continues through his work on social media, notably with the *Brighton SA and Beyond – The Lost History* Facebook page.

For Elected Members considering appointment to the Heritage Advisory Committee, meetings are scheduled on a quarterly basis unless an urgent matter is identified and a special meeting is requested. The inaugural meeting of the Heritage Advisory Committee is likely to occur in April 2026. Elected Members on the Heritage Advisory Committee are not provided with an allowance (C270525/8060). Membership is designed to ensure that the Elected Members hold the majority vote on the Committee (Chairperson having the casting vote), albeit with a balance of community and professional representation.

Budget

At its meeting held on 27 May 2025, Council approved an adjustment of \$7,140 to the 2025-26 Annual Business Plan for payments of an allowance to community members appointed to the Heritage Advisory Committee (C270525/8060). The allowance is consistent with payments made to current Members of the Council Assessment Panel and Audit and Risk Committee, which is currently \$531.50 per meeting at the time.

Life Cycle Costs

Not applicable

Strategic Plan

Holdfast 2050+ Vision: Protecting our heritage and beautiful coast.

Council Policy

Not applicable

Statutory Provisions

Local Government Act 1999, section 41

Written By: Manager Development Services

General Manager: Strategy and Corporate, Mr A Filipi

Item No: 15.13

Subject: **JETTY ROAD MAINSTREET COMMITTEE TERMS OF REFERENCE AND IMPLEMENTATION PLAN**

Summary

At its meeting of 21 January 2026, the Jetty Road Mainstreet Committee considered a report that sought endorsement of revised Terms of Reference (ToR).

The revised Terms of Reference recommend the terms of Committee Members are two years, with members serving a maximum of two consecutive terms, aligned with Council's four-year term.

This report seeks Council's adoption of the revised ToR's and endorsement of the proposed implementation of the membership transition.

Recommendation

That Council:

- 1. adopts the Terms of Reference presented in Attachment 1;**
 - 2. notes the resignation of Gilia Martin, Angus Warren and Stacey Mills from the Committee; and**
 - 3. notes the implementation plan for the transition of membership terms.**
-

Background

The Jetty Road Mainstreet Committee (JRMC) has been established under section 41 of the *Local Government Act 1999*, to promote the precinct and attract visitation.

The Committee is governed by Terms of Reference adopted by Council on 08 February 2022.

Report

Terms of Reference

A review of the Committee's Terms of Reference (ToR) has been conducted with amendments made to simplify the content, by using clearer language, and clarifying the Committee's purpose, principles and objectives. Attachment 1 is a copy of proposed Terms of Reference.

Refer Attachment 1

The below table provides a side-by-side comparison between the last approved Terms of Reference, endorsed in February 2022, and the revised Terms of Reference presented for approval. Attachment 2 is a copy of Terms of Reference approved in February 2022.

Refer Attachment 2

Section	2022 Terms of Reference	2026 Draft Terms of Reference
1. Purpose & Objectives	<p>Emphasis on enhancing/promoting the precinct, economic development, branding, and stakeholder communication.</p> <p>Strategic and financial plan required for at least 4 years. Infrastructure upgrades explicitly included.</p>	<p>Focus on promotion, retail strategy, tenancy mix, economic stimulus, and marketing.</p> <p>Strategic and financial plan for minimum 2 years.</p> <p>Infrastructure/appearance upgrades not mentioned.</p>
2. Membership	Up to 9 traders/landlords, up to 2 Independents, 2 Elected Members, Mayor quarterly (non-voting).	8 traders/landlords, up to 3 Independents, 2 Elected Members, Mayor quarterly (non-voting). Council may fill vacancies.
3. Appointments & Term	<p>Two-year terms, may be reappointed. Detailed rules for removal/reappointment.</p> <p>Selection panel includes 1 JRMC member, Mayor, 1 Elected Member, CEO.</p>	<p>Two-year terms, maximum 2 consecutive terms (aligned with Council's 4-year cycle).</p> <p>Selection Panel: the Chair (or nominated delegate), 2 other JRMC members, the Mayor and/or CEO, and may include a JRMC Elected Member.</p>
4. Presiding Member	<p>Elected every second financial year. Cannot be Elected/Independent.</p> <p>Presiding Member has deliberative + casting vote.</p>	<p>Still elected every two years from non-Elected, non-Independent members.</p> <p>Voting provisions removed.</p>
5. Meeting Procedures	Very detailed procedures (notice, agenda, quorum, voting, teleconference, presiding member's discretion, minutes).	Simplified (bi-monthly after 5:00pm, special meetings allowed, agendas online, public access). Less procedural detail.
6. Reporting	<p>Quarterly reports (strategy, promotion, Master Plan, financials).</p> <p>Annual self-review of TOR and membership. Annual report to Council.</p>	<p>Quarterly reports (strategy, promotions, Master Plan input, financials).</p> <p>Annual review included in Council Annual Report. No requirement to self-review TOR/membership.</p>
7. Behavioural Standards	Members act honestly, diligently, avoid conflicts, respect others, follow Code of Conduct and Local Government Act duties.	<p>Expanded standards referencing 2022 SA Government Gazette and Behavioural Support Policy.</p> <p>Explicit on bullying, harassment, respectful behaviour.</p>
8. Roles & Responsibilities	Detailed roles for Chair, Deputy, Members, Administration.	These detailed role descriptions removed; replaced with broad governance/behavioural standards.

Section	2022 Terms of Reference	2026 Draft Terms of Reference
9. Governance & Support	Secretariat funded by separate rate, specific admin responsibilities.	Similar but simplified. Council provides administration support, facilities and training. Adds references to strategic alignment, risk, and 3-year review cycle.

A summary of the revised Terms of Reference are below.

Purpose

The JRMC promotes the Jetty Road Precinct as a year-round destination for shopping, leisure, and recreation. It develops strategic and financial plans (minimum two-year scope) and recommends annual budgets to Council to support economic growth, retail strategy, marketing, and events.

Objectives

- Advise Council on retail mix, economic development, and investment opportunities.
- Support business growth and community vibrancy through marketing, branding, and activation.
- Operate as an advisory body under section 41 of the *Local Government Act 1999*.

Membership

- Up to 13 members, appointed by Council:
 - Eight precinct landlords/businesses paying the separate rate.
 - Up to three independent members with relevant expertise.
 - Two Elected Members from Somerton or Glenelg wards.
- The Mayor attends quarterly (non-voting).
- Council may fill vacancies.
- Presiding and Deputy Presiding Members (drawn from non-Elected, non-Independent members) are appointed every two years.

Meetings and Procedures

- Held at least every two months (after 5.00pm).
- Conducted under the *Local Government Act 1999*, meeting regulations, and Council's Code of Practice – Meeting Procedures.
- Quorum: half the members plus one.
- Open to the public unless confidentiality provisions apply.

Reporting

- Quarterly reports to Council by the Chairperson/Deputy/Independent Chair (if appointed).
- Annual performance report included in Council's Annual Report.
- Annual budget submission for Council consideration and adoption.

Authority

- The JRMC has no delegated powers—its role is advisory only.
- Only the Mayor or CEO (or their delegates) may speak on behalf of Council.

Terms & Appointments

- Members serve a two-year term, with a maximum of two consecutive terms.
- Appointment is via an open expression of interest process, assessed by a Selection Panel.

Behavioural Standards (formerly referred to as the Code of Conduct)

Members must:

- Act respectfully, responsibly, and in the community's best interests.
- Comply with Council policies, codes, and procedures.
- Maintain respectful relationships with Council members, staff, and the community.
- Avoid bullying, harassment, or misconduct.

Support and Governance

- Council provides administrative support, facilities, and member training.
- Governed by the *Local Government Act 1999*, Council meeting regulations, and behavioural policies.
- Terms of Reference reviewed every three years.

Implementation Plan

The revised Terms of Reference recommend the terms of JRMC Members are two years, with members serving a maximum of two consecutive terms, aligned with Council's four-year term.

Tenure of Current JRMC Members

The tenure of the current Committee members are outlined below:

Member	Term Expiry	Commencement	Comment
Gilia Martin	31/3/2027	1/4/2019	Exceeded 2 term limit
Angus Warren	31/3/2027	1/4/2019	Exceeded 2 term limit
Tony Beatrice	31/3/2027	1/4/2019	Exceeded 2 term limit
Adoni Fotopoulos	31/3/2027	1/4/2019	Exceeded 2 term limit
Karen Bailey	31/3/2027	1/7/2024	Considered 1st Term*
Bayley Millard	31/3/2027	1/4/2023	2nd Term
Ryan Shipway	31/3/2027	1/4/2025	1st Term
Martin Gilligan	31/3/2027	1/4/2025	1st Term
John Theodorakakos	31/3/2027	1/4/2025	1st Term
Saxon Smith (independent)	31/3/2027	1/4/2025	1st Term
Stacey Mills (independent)	31/3/2027	1/4/2025	1st Term

The term expiry of all current members is 31 March 2027. These current terms have been approved by Council and will be honoured. The implementation of the terms under the revised Terms of Reference will commence at the expiry of this current term, being 31 March 2027.

As a result, the following members would not be eligible to seek re-appointment to the Committee: Gilia Martin, Angus Warren, Tony Beatrice, Adoni Fotopoulos and Bayley Millard.

* The initial term for Karen Bailey commenced on 1 July 2024, with that term ending on 31 March 2025, less than the two-year term outlined in the current and revised Terms of Reference. On that basis, it is considered Ms Bailey is within her first term as a Committee Member and is eligible for re-appointment to the Committee following the expiry of this term.

All remaining Committee members are eligible to seek re-appointment to the Committee at the expiry of their current term.

Following the Committee's meeting in December 2025, three resignations have been received from Gilia Martin, Angus Warren and Stacey Mills. Ms Martin and Mr Warren's resignations are effective from 1 April 2026. Ms Mills' resignation came into effect from 24 December 2025. Attachment 3 is a copy of the letters received from resigning Committee Members.

Refer Attachment 3

As a result of these resignations, an appointment process will need to be undertaken in the next three-months to recruit for the three vacant positions.

Future Appointments to the Committee

With these resignations, and subsequent appointment process, this will now stagger the membership of the Committee, with several Committee members terms expiring each year. While this will result in the Committee seeking appointments each year, it does provide the Committee with an opportunity to ensure continuity of the Committee's operations and reduces the risk the Committee appoints all new members.

Appointment Process

To undertake an appointment process, a selection panel needs to be formed. Under the revised Terms of Reference, the panel is made up of the Chair (or nominated delegate), two other JRMCM members, the Mayor and/or CEO, and may include a JRMCM Elected Member. The Committee has appointed Angus Warren, Gilia Martin and Ryan Shipway to the selection panel, which will also include the Mayor and/or the CEO, to ensure the appointment process can commence as soon as possible.

Budget

Not applicable

Life Cycle Costs

Not applicable

Strategic Plan

Building an economy and community that is inclusive, diverse, sustainable and resilient

Council Policy

Council's Code of Practice - Meeting Procedures
Council's Behavioral Management Policy

Statutory Provisions

Local Government Act 1999, sections 41 and 90
Local Government (Procedures at Meetings) Regulations 2013

Written By: Chief Executive Officer

Chief Executive Officer: Ms P Jackson

Attachment 1

Jetty Road Mainstreet Committee – Terms of Reference

1. Purpose of the JRMC

The JRMC exists to:

- Promote the Precinct to attract residents, visitors, and the wider community, positioning it as a vibrant destination for shopping, leisure, and recreation all year round.
- Develop and recommend to Council a strategic and financial plan for the Precinct (minimum two-year scope), including:
 - Retail strategy.
 - Tenancy mix.
 - Economic stimulus initiatives.
 - Marketing, promotion, and event activation.
- Recommend to Council an annual budget to support JRMC activities, and monitor its performance through regular reporting to ensure alignment with strategic goals.

2. Objectives

As an Advisory Committee to Council, the JRMC advises on:

- Retail strategy and tenancy mix: Creating a diverse and community-focused business environment for at least two years.
- Economic development: Supporting existing businesses and attracting new investment through programs that stimulate local economic growth.
- Marketing and branding: Establishing a consistent strategy to promote the Precinct as a year-round destination for shopping, leisure, and recreation.

The JRMC is an Advisory Committee to Council under Section 41 of the *Local Government Act 1999*.

3. Meeting Procedures

- Meetings of the JRMC will be conducted in accordance with the *Local Government Act 1999*, Part 3 of the Local Government (Procedures at Meetings) Regulations 2000, these Terms of Reference and any applicable Code of Practice adopted by the Council.

4. Membership

- Every two years, the JRMC appoints a Presiding Member and Deputy from non-Elected, non-independent members. The Presiding Member is the Committee's spokesperson. The Deputy acts if the Presiding Member is absent. If both are absent, members present choose an Acting Presiding Member (who is not an Elected Member).

The JRMC has up to 13 members, appointed by Council:

- 8 local landlords or business owners paying the separate rate.
- Up to 3 independent members with relevant skills.
- 2 Elected Members from Somerton or Glenelg wards.
- The Mayor attends quarterly (non-voting).
- Recruitment of members will be undertaken by Administration in accordance with approved recruitment best practice and relevant policies and procedures. Once completed, a recommendation(s) for appointment will be put to Council for decision.

5. Leadership and Speaking Conditions

- JRMC members cannot speak on behalf of Council unless Council has specifically given them that authority.
- Normally, only the Mayor (as Principal Member) or the CEO (or staff they delegate).
- JRMC members can talk informally about the committee's work (general updates), but they cannot claim to be speaking for Council or as the committee's official voice.

6. Term

- The Committee operates on a two-year term, with members able to serve a maximum of two consecutive terms, aligned with Council's four-year term.

7. Appointment Process

Council advertises vacancies and assesses nominations based on:

- Business, marketing, property, or governance experience.
- Availability to attend meetings.
- Independent members may be appointed for specialist skills (e.g., tourism, events, urban planning).
- A Selection Panel (*must* include the Chair [or nominated delegate], two other members of the JRMC, the Mayor and/or CEO, and *may also* include a JRMC Elected Member) recommends appointments.

8. Authority

- The JRMC has no delegated powers—it makes recommendations to Council only.

9. Meetings

- Held at least every two months, usually after 5:00 PM.
- Special meetings can be called for urgent matters.
- Attendance can be held virtually.
- Agendas and reports are published online.
- Members of the public are able to attend all meetings of the Committee, unless prohibited by resolution of the Committee under the confidentiality provisions of section 90 of the *Local Government Act 1999*.
- Minutes of the JRMC meetings will be presented to the next meeting of the Council for their information and endorsement.

10. Quorum

- A meeting is not able to conduct any business until a quorum is present.
- The quorum for a meeting is ascertained by dividing the total number of members by two, ignoring any fraction resulting from the division, and adding one.

11. Reporting

- The JRMC Chair or Deputy Chair (or Independent Chair, if appointed) will provide quarterly reports to Council on strategy, promotions, master plan input, and financial performance.
- An annual performance review and report will be included in Council's Annual Report.
- Each year, the JRMC will submit a proposed budget for its activities to Council, for consideration and adoption, within Council's budget preparation timelines.
- The financial year runs from 1 July to 30 June.

12. Behavioural Standards for JRMC Members (Extract from the [SA Government Gazette notice](#))

JRMC members must:

General behaviour

- Show commitment and discharge duties conscientiously.
- Act in a way that generates community trust and confidence in the Council.
- Act in a manner that is consistent with the Council's role as a representative, informed and responsible decision maker, in the interests of its community.
- Act in a reasonable, just, respectful and non-discriminatory way.

Responsibilities as a Committee Member

- Comply with all applicable Council policies, codes, procedures, guidelines and resolutions.
- Take all reasonable steps to provide accurate information to the community and the Council.
- Take all reasonable steps to ensure that the community and the Council are not knowingly misled.
- Take all reasonable and appropriate steps to correct the public record in circumstances where the Member becomes aware that they have unintentionally misled the community or the Council.
- Act in a manner consistent with their roles, as defined in section 59 of the Act.
- In the case of the Principal Member of a Council, act in a manner consistent with their additional roles, as defined in section 58 of the Act.
- Use the processes and resources of Council appropriately and in the public interest.

Relationship with fellow Council Members

- Establish and maintain relationships of respect, trust, collaboration, and cooperation with all Council members.
- Not bully other Council members.
- Not sexually harass other Council members.

Relationship with Council employees

- Establish and maintain relationships of respect, trust, collaboration, and cooperation with all Council employees.
- Not bully Council employees.
- Not sexually harass Council employees.

Further requirements (in terms of reporting complaints) can be found in [Council's Behavioural Support Policy](#).

13. Secretariat and Support

- The Council will employ and manage appropriate administrative staff to assist the Committee to meet its objectives.

- All workplace equipment and facilities are provided by the Council.
- The members of the JRMC will be provided with appropriate and timely training, both in the form of an induction program for new members and on an ongoing basis for all members.

14. Governance

- Guided by relevant legislation and Council policies, including:
 - *Local Government Act 1999*.
 - Council's Meeting Procedures Regulations.
 - Council's Behavioural Management Policy.

15. For Administration Use Only

Reference Number:		
Strategic Alignment:		
Strategic Risk:		
Responsible Officer(s):	General Manager, Community & Business	
Approval Date and Council Resolution Number:	TBA	
Approval History (Council), including GM approval:	<u>Council</u> N/A	<u>General Manager</u> 25/09/25
Review Cycle:	Three years.	
Applicable Legislation:	<i>Local Government Act 1999</i> .	
Related Policies:	<i>Local Government Act 1999</i> . Council's Meeting Procedures Regulations. Council's Behavioural Management Policy.	
Other Reference Documents:	https://www.governmentgazette.sa.gov.au/2022/November/2022_079.pdf	

Attachment 2



Jetty Road Mainstreet Committee Terms of Reference

Endorsed by Council at its meeting held 8 February 2022 minute reference C080222/2543

1. Background/Preamble

The Jetty Road Glenelg Precinct (“the Precinct”) is recognised throughout South Australia and beyond as one of the best examples of a thriving traditional retail, hospitality and business district, servicing the needs of the community and around two million visitors each year.

In 1994, the former City of Glenelg established the Jetty Road Mainstreet Board (“the Board”) with the aim of supporting the Precinct to flourish and expand, to strengthen partnerships between businesses, the Council and local community. In 2007, the name was changed to the Jetty Road Mainstreet Management Committee (JRMMC) and later, to the Jetty Road Mainstreet Committee (JRMC).

2. Establishment

The Jetty Road Mainstreet Committee (JRMC) is an advisory committee of the City of Holdfast Bay formed under Section 41 of the *Local Government Act 1999*.

3. Objectives

The JRMC is established to advise Council on:

- 3.1 Enhancing and promoting the Precinct as a vibrant shopping, leisure and recreational area with year round appeal to residents and visitors.
- 3.2 Furthering the economic development of the Precinct and encouraging further retail investment in the Precinct.
- 3.3 A consistent marketing and brand strategy for the Precinct.
- 3.4 Initiatives required to operate the Precinct in accordance with the Council’s Strategic Management Plans.
- 3.5 The Committee will also maintain communication between the Council, traders, landlords, tourism providers, consumers and residents in the Precinct.

4. Purpose

The purpose of the JRMC is to:

- 4.1 Recommend a strategic management and financial plan for the Precinct for a period of at least four years for consideration and adoption by Council;
- 4.2 Promote the Precinct and to encourage its use by residents, visitors and the

Jetty Road Mainstreet Committee Terms of Reference

greater community in general;

- 4.3 To make recommendations to Council in relation to the maintenance and upgrade of the Precinct's existing infrastructure and physical appearance to ensure it is maintained to a high standard in keeping with a historic seaside village concept;
- 4.4 To recommend annually to Council a budget to support the performance of its activities and functions. Through regular reporting to Council on the JRMC's financial and general performance, monitor the aspects of the budget approved by Council relating to the JRMC and the Precinct.

5. Code of Conduct

- 5.1 All members of the Jetty Road Mainstreet Committee are required to operate in accordance with Part 4 of the *Local Government Act 1999*, in that they are required at all times to:
 - 5.1.1 act honestly in the performance and discharge of official functions and duties;
 - 5.1.2 act with reasonable care and diligence;
 - 5.1.3 not make improper use of information or his or her position; and
 - 5.1.4 abide by the Elected Member Code of Conduct.
- 5.2 All members of the Committee will support as one the recommendations of the Committee and Council and will work with other members of the Committee and with employees of the City of Holdfast Bay in a respectful and professional manner at all times.
- 5.3 The JRMC is subject to compliance with all City of Holdfast Bay policies, plans and procedures.
- 5.4 The Conflict of Interest Provisions under the *Local Government Act 1999* shall apply to all members of the JRMC as if members of the JRMC were Members of Council.
- 5.5 The general duties contained in Section 62 of the *Local Government Act 1999* apply to all members of the JRMC as if members of the JRMC were members of Council.

6. Meetings

- 6.1 Meetings will be held at least once every 2 months.
- 6.2 All meetings of the JRMC shall held in a place open to the public except in special circumstances as defined by section 90 of the *Local Government Act 1999*.
- 6.3 A Notice of Meetings showing the meeting dates, times and locations will be prepared every 12 months and published on Council's web-site, and be displayed in a place or places determined by the CEO.
- 6.4 Meetings will not be held before 5:00pm unless the Committee resolves otherwise by a resolution supported by a two-thirds majority of members of the Committee.

Jetty Road Mainstreet Committee Terms of Reference

- 6.5 A special meeting can be called by the Chief Executive Officer of the Council at the request of the Presiding Member or at least two members of the JRMC to deal with urgent business at any time. A request for a special meeting must include details of the time, place and purpose of the meeting which will be included in the notice of the special meeting.
- 6.6 Each notice of meeting, agenda and reports for each JRMC meeting shall be placed on the Council's website.
- 6.7 Members of the public have access to all documents relating to the JRMC unless prohibited by resolution of the Committee under the confidentiality provisions of section 91 of the *Local Government Act 1999*.

7. Membership

- 7.1 The Jetty Road Mainstreet Committee (JRMC) will consist of up to 13 persons with a maximum of 9 persons who are either landlords or traders in the precinct and are contributing to the separate rate.
- 7.2 The Jetty Road Mainstreet Committee may, if it wishes to do so, appoint up to 2 independent members, in addition to the 9 representatives from landlords and traders, who have relevant skills and experience which will benefit the committee without the requirement to be either landlords or traders in the precinct contributing to the separate rate.
- 7.3 The membership of the Committee will consist of two (2) Elected Members being Council members who are from either the Somerton or Glenelg wards. The Mayor shall attend one meeting of the Committee per quarter with no voting rights.
- 7.4 Members of the JRMC are appointed by the Council.
- 7.5 Elected Members and committee members are appointed for a term not exceeding 2 years. On expiry of their term, a member may be re-appointed by Council for a further two year term.
- 7.6 The JRMC may make recommendations to the Council regarding the reappointment of any member, at the expiration of the member's term of office and the reappointment is entirely at the discretion of council.
- 7.7 A JRMC Committee Member's office will become vacant if:
- 7.7.1 In the case of the Elected Members of the Council, appointed by the Council to the JRMC, the Elected Member ceasing to hold office as an Elected Member of the Council; and
- 7.7.2 In the case of the other Management Committee Members appointed in accordance with Clause 7.1:
- upon the Council removing that person from office; or
 - the member resigning their position from the JRMC.
 - upon the member no longer either landlords or traders in the precinct and are contributing to the separate rate.
- 7.8 If Council proposes to remove a Committee Member from the Committee, it must

Jetty Road Mainstreet Committee Terms of Reference

give written notice to the Committee Member of its intention to do so and provide that Member with the opportunity to be heard at an Executive Committee meeting, if that Committee Member so requests.

- 7.9 If any Committee Member is absent for three consecutive meetings of the JRMC without leave of the JRMC, the JRMC may recommend to the Council that it remove that Member from office and appoint another person as a Committee Member for the unexpired term.
- 7.10 The removal of a Committee Member and appointment of another Committee Member pursuant to this Clause shall be entirely at the Council's discretion.
- 7.11 In the event of a vacancy in the office of a Committee Member, the Council shall, if it deems fit, appoint another person as a Committee Member on such terms and conditions as it thinks fit.
- 7.12 Each Committee Member must participate in the Council orientation and induction program for Committee Members and must attend all education and training programs as required by the Council from time to time.

8. Method of Appointment of Committee Members

- 8.1 The method of appointment of the Committee Members will be as follows:
- 8.1.1 At the expiry of each committee member's term, if not eligible for reappointment, the Council will advertise the vacancies and seek nominations for the positions of the committee members of the JRMC.
- 8.1.2 The Council will call for nominations from either landlords or traders in the precinct and are contributing to the separate rate and will assess these nominations against the following criteria:
- Retail business experience
 - Marketing and/or advertising experience
 - Retail property management experience
 - Experience as a member of a Board of Management or similar governing body
 - Availability to attend meetings
- 8.1.3 If the committee recommends to Council that it believes that the committee would benefit from independent members appointed to the committee with specialist skills the Council would advertise for up to 2 independent members who had skills/experience in the following areas:
- Tourism
 - Events
 - Marketing
 - Food and Dining
 - Economic Development
 - Property Development
 - Investment Attraction
 - Urban Planning and Design

Jetty Road Mainstreet Committee Terms of Reference

- 8.2 The selection panel will comprise of a member of the JRMC, the Mayor, one elected member appointed to the committee and the Chief Executive Officer of the Council. Which elected member will be mutually agreed by the two Elected Members on the committee. In the event that the two members cannot agree, the Mayor will decide.
- 8.3 The selection panel will make a recommendation to Council as to the appointment of the committee members for consideration and appointment by the Council.

9. Office Bearers

- 9.1 At the first meeting of the JRMC in every second financial year, the JRMC shall appoint, for a bi-annual term, a Presiding Member and a Deputy Presiding Member from amongst the Committee Members. The Presiding Member of the Committee is the committee's official spokesperson.
- 9.2 The Presiding Member and Deputy Presiding Member are to be appointed from those members who are not Elected or Independent Members of the City of Holdfast Bay.
- 9.3 The Deputy Presiding Member will act in the absence of the Presiding Member and if both are absent from a meeting of the JRMC, the Committee members will choose a Committee Member from those present, who are not Elected Members of the City of Holdfast Bay, to preside at the meeting as the Acting Presiding Member.

10. Voting Rights

- 10.1 All members have equal voting rights.
- 10.2 All decisions of the JRMC shall be made on the basis of a majority decision of the JRMC members present.
- 10.3 Unless required by legislation not to vote, each member must vote on every matter which is before the JRMC for decision.
- 10.4 The Presiding Member has a deliberative vote, and in the event of an equality of votes has a casting vote.

11. Meeting Procedures

- 11.1 Meetings of the JRMC will be conducted in accordance with the *Local Government Act 1999, Part 3 of the Local Government (Procedures at Meetings) Regulations 2000*, these Terms of Reference and any applicable Code of Practice adopted by the Council.
- 11.2 In so far as *the Local Government Act 1999, Part 3 of the Local Government (Procedures at Meetings) Regulations 2000*, the Council's Code of Practice – Procedures at Meetings as applicable to the JRMC and the Terms of Reference does not specify a procedure to be observed in relation to the conduct of a meeting of the JRMC, then the JRMC may determine its own procedure.
- 11.3 If a member of the JRMC is unable to attend a meeting, they may participate in the meeting by telephone or video conference, in accordance with any procedures prescribed by the regulation or determined by the council under section 89 LG Act and

Jetty Road Mainstreet Committee Terms of Reference

provided that any members of the public attending the meeting can hear the discussion between all committee members.

- 11.4 The decision of the person presiding at the meeting of the Committee in relation to the interpretation and application of meeting procedures is final and binding on the Committee.
- 11.5 A special meeting can be called by the Chief Executive Officer of the Council at the request of the Chair or at least two members of the JRMCM to deal with urgent business at any time. A request for a special meeting must include details of the time, place and purpose of the meeting which will be included in the notice of the special meeting. All Members must be given at least four hours' notice of a special meeting.
- 11.6 All decisions of the JRMCM shall be made on the basis of a majority of the members present in person or via provisions in 11.3.
- 11.7 The presiding member has the right to refuse a motion without notice if he/she thinks that the matter should be considered by way of a written notice of motion, or if he/she believes the motion is vexatious, frivolous or outside of the scope of the Committee.
- 11.8 The presiding member has the right to end debate if he/she believes that the matter has been canvassed sufficiently, taking into account the Guiding Principles of the *Local Government (Procedures at Meetings Regulations) 1999*.

12. Quorum

- 12.1 A quorum will be half of the Committee plus one, ignoring any fractions. No business can be transacted at a meeting of the JRMCM unless a quorum is present

13. Minutes of Meetings

- 13.1 Minutes of the JRMCM meetings will be placed on Council's website and a copy provided to all Council and JRMCM members within 5 days of a meeting of the JRMCM.
- 13.2 Minutes of the JRMCM meetings will be presented to the next meeting of the Council for their information and endorsement.
- 13.3 Where necessary the minutes of JRMCM will include commentary relevant to the decisions made by the committee. This is not a verbatim record of the meeting.

14. Financial Management

- 14.1 The JRMCM financial records will be maintained by the council.
- 14.2 The JRMCM will present to the Council for its consideration and adoption, a proposed annual budget for its activities for the ensuing financial year within the timeframes established by Council for its annual budget preparation cycle.
- 14.3 The financial year shall be from 1 July to 30 June in the following year.

15. Reporting Requirements

Jetty Road Mainstreet Committee Terms of Reference

- 15.1 The JRMC will prepare a quarterly report to Council on the activities of the Committee reporting on in particular:
- Strategy – the adopted strategic management and financial plan for the Precinct including stakeholder engagement and resources
 - Promotion – promotional activities undertaken to promote their precinct, attendances of residents and visitors
 - Jetty Road Master Plan – provide recommendations to Council in relation to the upgrade of the Precinct’s existing infrastructure and physical appearance aligned with the Jetty Road Master Plan.
 - Financial Performance - financial and general performance, monitor the aspects of the budget approved by Council relating to the JRMC and the Precinct.
- 15.2 The JRMC shall at least once per year, review its own performance, terms of reference and membership and provide a report to council including any recommended changes.
- 15.3 The JRMC presiding member will report to council annually summarizing the activities of the JRMC during the previous financial year.
- 15.4 The JRMC will provide a report for inclusion in the Council’s Annual Report on the outcomes of the annual performance review.

16. Secretariat and Support

- 16.1 The Council will employ and manage appropriate Administrative staff¹ to assist the Committee to meet its objectives.
- 16.2 The Chief Executive Officer will ensure that the JRMC has access to reasonable administrative resources in order to carry out its duties.
- 16.3 All workplace equipment and facilities are provided by the Council.
- 16.4 The members of the JRMC will be provided with appropriate and timely training, both in the form of an induction program for new members and on an ongoing basis for all members.

17. Roles and Responsibilities

- 17.1 Chair
- To provide leadership to the Committee.
 - To act as the presiding member at all meetings of the Committee, ensuring that the meeting is conducted in a proper and orderly manner, complying with the requirements of the Local Government Act 1999 and the Local Government (Procedures at Meetings Regulations) 1999.
 - To act as the principal spokesperson of the Committee in accordance with Council’s media policy.
 - To act as the Committee’s primary contact with the Administrative staff.

¹ Funded from the separate rate

Jetty Road Mainstreet Committee Terms of Reference

- To regularly liaise with Council Administrative staff in relation to the work of the Committee.
- To provide feedback on Council Administrative staff performance, as required. (The Committee will have the opportunity to provide comment and feedback on staff performance as part of the six monthly City of Holdfast Bay Performance Development Review process. However, any feedback from individual Committee members regarding staff performance must be provided through the Chair).

17.2 Deputy Chair

In the absence of the Chair, to fulfil the role of the Chair.

17.3 Committee Members

- To attend all meetings of the Committee as practical.
- To make recommendations to Council in a fair and impartial manner, and which are within the scope of the Committee.
- To declare any conflict of interest and act appropriately in respect of that conflict.
- To listen to alternate views and act respectfully to other Committee Members.
- Committee Members have no role in directing Administrative staff of the Council.

17.4 Administration

- To refer recommendations of the Committee to Council.
- To provide secretariat and administrative support to the functions of the Committee.
- To ensure that meetings of the Committee occur as scheduled and that members are provided with information in a timely manner.
- To liaise between the Committee and the Jetty Road Traders on matters relevant to the Committee.
- The Coordinator, Jetty Road Development is the principal point of contact between the Committee, through the Chair, and Administration.

Attachment 3

ATTITUDES

09/01/2026

To Mayor Amanda Wilson

Kindly accept this letter as my formal resignation as Chairperson of the Jetty Road Main Street Committee, effective post meeting 01/04/2026.

I am incredibly grateful for the opportunities that I have been given in this post. I would also like to thank you for being supportive of my professional growth.

I have enjoyed working alongside passionate, like-minded individuals who truly care about the precinct. Special mention must be made to Angus Bathurst-Warren, deputy chair, for his unwavering support and knowledge during my tenure as Chairperson.

I would like to thank the Council for the support and professional growth provided to me over the last 6 years, and wish the JRMC all future success.

Best wishes,

A handwritten signature in black ink, appearing to read 'Gilia Martin', with a stylized flourish at the end.

Gilia Martin



7 January 2026

Dear Mayor Wilson,

I am writing to formally tender my resignation from the Jetty Road Mainstreet Committee, effective close of meeting on 1 April 2026.

After nine years serving on the Committee, the past three years as Deputy Chair, this decision has been made with careful consideration. It has been my privilege to contribute to the stewardship, advocacy, and ongoing development and renewal of Jetty Road, Glenelg.

I must acknowledge the dedication and leadership of our Chair Gilia Martin, whose commitment and has been instrumental to the Committee's work. Also, sincerely thank all current and past Committee members I have served alongside. The voluntary time, expertise, and care contributed by members has played a vital role in supporting the vibrancy and ongoing success of the Jetty Road precinct.

I extend my best wishes to the Committee for its continued success and thank Council for the opportunity to have served the Jetty Road community.

Yours sincerely,

A handwritten signature in black ink, appearing to read "Angus Warren". The signature is written in a cursive style and is positioned above the printed name.

Angus Warren

Deputy Chair

Jetty Road Mainstreet Committee

From: [Stacey M](#)
To: [Gilia Martin](#); [Angus Warren](#)
Cc: [Michelle Richmond](#); [Nicole Reynolds](#)
Subject: Stacey Mills - JRMC Resignation
Date: Tuesday, 9 December 2025 8:03:02 PM

Caution: This Email originated from outside of the organisation. Do not click links or open attachments unless you recognise the sender or know the content is safe.

Dear Gilia,

I am writing to formally resign from my position as a volunteer independent member of the Jetty Road Mainstreet Committee, effective 24 December 2025, two weeks from today.

It has been a privilege to contribute to the committee and support the vision for Jetty Road's growth and vibrancy. I have greatly valued the opportunity to collaborate with such a dedicated team and to play a role in shaping outcomes for the precinct.

Due to increased professional and personal commitments, I am unable to continue giving the time and attention the role deserves. I remain supportive of the committee's work and wish you every success in achieving your goals.

I note that the Terms of Reference does not specify any notification periods for resignations, so if this differs from what I have detailed above, please let me know as I would be willing to serve any required notice period.

Please let me know if there is anything I can do to assist with the transition.

Thank you again for the opportunity to serve.

Kind regards,
Stacey Mills