

Council Meeting Minutes

2 April 2024

Our Vision

*A City which values its heritage, cultural diversity,
sense of place and natural environment.*

*A progressive City which is prosperous, sustainable
and socially cohesive, with a strong community spirit.*

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City of
Norwood
Payneham
& St Peters

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VENUE Council Chambers, Norwood Town Hall

HOUR 7.00pm

PRESENT

Council Members Mayor Robert Bria
Cr Kester Moorhouse
Cr Claire Clutterham (entered the meeting at 7.09pm)
Cr Garry Knoblauch
Cr Hugh Holfeld
Cr Josh Robinson
Cr Kevin Duke
Cr Connie Granozio
Cr Victoria McFarlane
Cr Scott Sims
Cr Grant Piggott
Cr Sue Whittington
Cr John Callisto
Cr Christel Mex

Staff Mario Barone (Chief Executive Officer)
Carlos Buzzetti (General Manager, Urban Planning & Environment)
Derek Langman (General Manager, Infrastructure & Major Projects)
Andrew Hamilton (General Manager, Community Development)
Natalia Axenova (Chief Financial Officer)
Geoff Parsons (Manager, Development & Regulatory Services)
Eleanor Walters (Manager, Urban Planning & Sustainability)
Keke Michalos (Manager, Economic Development & Strategy)
Emily McLuskey (Senior Urban Planner)
Marina Fischetti (Executive Assistant, Governance & Civic Affairs)

APOLOGIES Nil

ABSENT Nil

1. KAURNA ACKNOWLEDGEMENT

2. OPENING PRAYER

The Opening Prayer was read by Cr Grant Piggott.

3. CONFIRMATION OF THE MINUTES OF THE COUNCIL MEETING HELD ON 4 MARCH 2024

Cr Robinson moved that the Minutes of the Council meeting held on 4 March 2024 be taken as read and confirmed. Seconded by Cr Sims and carried unanimously.

4. MAYOR'S COMMUNICATION

| | |
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| Monday, 4 March | <ul style="list-style-type: none">Presided over a Council meeting, Council Chamber, Norwood Town Hall. |
| Tuesday, 5 March | <ul style="list-style-type: none">Attended a meeting with Mr Roger Bryson, President, Kensington Residents Association, Mayor's Office, Norwood Town Hall. |
| Wednesday, 6 March | <ul style="list-style-type: none">Attended the Marden/ Royston Park Traffic Management Forum, Payneham Community Centre, Payneham. |

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| Thursday, 7 March | <ul style="list-style-type: none"> Presided over an Audit & Risk Committee meeting, Mayor's Parlour, Norwood Town Hall. |
| Saturday, 9 March | <ul style="list-style-type: none"> Attended an on-site meeting with a business owner, Royston Park. |
| Tuesday, 12 March | <ul style="list-style-type: none"> Presided over a meeting of the Business & Economic Development Advisory Committee, Mayor's Parlour, Norwood Town Hall. |
| Tuesday, 12 March | <ul style="list-style-type: none"> Attended a 2024-2025 Budget Workshop, Mayor's Parlour, Norwood Town Hall. |
| Wednesday, 13 March | <ul style="list-style-type: none"> Attended a meeting with the Chief Executive Officer; General Manager, Urban Planning & Environment and Mr Craig Holden, Chair, SA Planning Commission, Adelaide. |
| Wednesday, 13 March | <ul style="list-style-type: none"> Attended a meeting with the Chief Executive Officer, Mr Mario Boscaini and Hon Tom Koutsantonis MP, Minister for Infrastructure and Transport, Adelaide. |
| Wednesday, 13 March | <ul style="list-style-type: none"> Attended a meeting with Manager, Strategic Communications & Advocacy and Tim Ginever (Fivaa), Bravo Café, Norwood. |
| Wednesday, 13 March | <ul style="list-style-type: none"> Participated in a Podcast with Mr David West, Chair Mainstreet SA, Mayor's Office, Norwood Town Hall. |
| Thursday, 14 March | <ul style="list-style-type: none"> Attended a meeting with Ms Cressida O'Hanlon, Labor candidate for Dunstan, Mayor's Office, Norwood Town Hall. |
| Saturday, 16 March | <ul style="list-style-type: none"> Attended the St Peters Fair, Linde Reserve/Dunstan Grove, Stepney. |
| Monday, 19 March | <ul style="list-style-type: none"> Attended Press Conference with Premier Malinauskas and Mr Andrew Dillon, Chief Executive Officer (Australian Football League), Mr Tony Franzon (owner of the Bath Hotel) and Mr Tom Jonas, Norwood. |
| Monday, 18 March | <ul style="list-style-type: none"> Attended a meeting with Ms Katie McCusker, Greens candidate for Dunstan, Mayor's Office, Norwood Town Hall. |
| Tuesday, 19 March | <ul style="list-style-type: none"> Attended a meeting of Mainstreet SA, Mayor's Parlour, Norwood Town Hall. |
| Tuesday, 19 March | <ul style="list-style-type: none"> Attended the State Prosperity Project Public Forum, Wolf Blass Community Centre, Norwood Oval. |
| Thursday, 21 March | <ul style="list-style-type: none"> Radio interview with Sonya Feldhoff and Jules Schiller, ABC 891. |
| Thursday, 21 March | <ul style="list-style-type: none"> Attended the Co-ordinating Italian Committee (CIC) 47th birthday celebration with Cr Connie Granozio, CIC premises, Stepney. |
| Friday, 22 March | <ul style="list-style-type: none"> Attended a meeting with Mr Mick Petrovski, Adviser to The Hon Geoff Brock MP, Minister for Local Government, Adelaide. |
| Monday, 25 March | <ul style="list-style-type: none"> Participated in the Judging Panel meeting to select finalists and winners for the 2024 Eastside Business Awards, Solstice Media offices, Adelaide. |
| Monday, 25 March | <ul style="list-style-type: none"> Attended a meeting with Ms Lauren Brooks (Principal), Ms Sam Trenery, (Head of Business) and Mr Nick Boys, St Ignatius Junior School Norwood, Mayor's Office, Norwood Town Hall. |
| Monday, 25 March | <ul style="list-style-type: none"> Attended a Presentation: AFL Gather Round in Norwood, Mayor's Parlour, Norwood Town Hall. |
| Tuesday, 26 March | <ul style="list-style-type: none"> Attended a meeting with Mr Tim Brenton (Basketball SA), Mayor's Office, Norwood Town Hall. |

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| Tuesday, 26 March | <ul style="list-style-type: none">• Attended the 'Open Day' for the new Tenison Science and Art Centre, Mary Mackillop College, Kensington. |
| Wednesday, 27 March | <ul style="list-style-type: none">• Attended a meeting with Mr David Cree, President, St Peters Residents Association, Mayor's Parlour, Norwood Town Hall. |
| Thursday, 28 March | <ul style="list-style-type: none">• Attended the pre-match function followed by the Norwood versus Sturt football match, Norwood Oval. |
| Tuesday, 2 April | <ul style="list-style-type: none">• Attended a meeting with Cr Garry Knoblauch and Cr Hugh Holfeld, Mayor's Office, Norwood Town Hall. |

- **Meeting Mr Craig Holden, Chair, SA Planning Commission, Adelaide - 13 March 2024**

Mayor Bria advised that he, together with the Chief Executive Officer and General Manager, Urban Planning & Environment, met with Mr Craig Holden, Chair, SA Planning Commission, Commissioners and Planning SA staff, to discuss the Council's concerns regarding the current *Planning & Design Code*.

- **Meeting of Eastside Business Awards Judging Panel – 25 March 2024**

Mayor Bria advised that he met with the other members of the Judging Panel, Mr Jim Plouffe and Mr David Simmons (Solstice Media), to select the Finalists for the 2024 Eastside Business Awards. This year's Awards attracted 10,903 votes, slightly down from the record 11,062 votes achieved last year and 347 different businesses were nominated. Mayor Bria advised that eight (8) businesses have been selected as Finalists for the first time and four (4) businesses will be recognised in the new Legends category.

- **Attended a meeting with Representatives from St Ignatius Junior School Norwood – 25 March 2024**

Mayor Bria advised he attended a meeting with Ms Lauren Brooks (Principal), Ms Sam Treney, (Head of Business) and Mr Nick Boys, St Ignatius Junior School Norwood. The meeting was called at the request of Ms Brooks, to discuss student safety concerns near the school during pick-up and drop-off times. Mayor Bria advised that following the meeting, he contacted SAPOL to pass on the school's concerns and facilitate future engagement between SAPOL and the school.

- **St Peters Fair - 16 March and Symphony in the Park – 23 March 2024**

Mayor Bria thanked Council staff for their efforts organising the St Peters Fair on 16 March 2024 and Symphony in the Park event on 23 March 2024. Both were very well attended by the local and wider community.

5. **DELEGATES COMMUNICATION**
Nil

6. **QUESTIONS WITHOUT NOTICE**
Nil

7. **QUESTIONS WITH NOTICE**
Nil

8. **DEPUTATIONS**

8.1 DEPUTATION – PAYNEHAM MEMORIAL SWIMMING CENTRE RE-DEVELOPMENT

REPORT AUTHOR: General Manager, Governance & Civic Affairs
GENERAL MANAGER: Chief Executive Officer
CONTACT NUMBER: 8366 4545
FILE REFERENCE:
ATTACHMENTS: Nil

SPEAKER/S

Mr David Cree.

ORGANISATION/GROUP REPRESENTED BY SPEAKER/S

St Peters Residents Association.

COMMENTS

Mr Paul Ensor, Secretary of the St Peters Residents Association has written to the Council requesting that Mr David Cree be permitted to address the Council in relation to the Payneham Memorial Swimming Centre Re-development.

In accordance with the Local Government (Procedures at Meetings) Regulations 2013, Mr David Cree has been given approval to address the Council.

Mr David Cree addressed the Council in relation to this matter.

Cr Clutterham entered the meeting at 7.09pm.

9. PETITIONS

9.1 PETITION – PROPOSED TRAFFIC MANAGEMENT DEVICES TO BE INSTALLED IN MARDEN AND ROYSTON PARK

REPORT AUTHOR: Governance Officer
GENERAL MANAGER: Chief Executive Officer
CONTACT NUMBER: 8366 4549
FILE REFERENCE: qA146441
ATTACHMENTS: A

PURPOSE OF REPORT

The purpose of this report is to table a petition which has been received by the Council regarding a proposal to install a median island along Battams Road that formed part of the *'Marden & Royston Park Community Consultation for Traffic Management'*, that was undertaken in March 2024.

BACKGROUND

As part of the *'Marden & Royston Park Community Consultation for Traffic Management'* that was undertaken in March 2024, the community were invited to fill out an on-line or hard-copy survey to provide their views regarding concept designs for the installation of traffic management devices in several streets within the suburbs of Marden and Royston Park (between Lower Portrush Road and Battams Road). The survey will be analysed and documented in a consultation report that will be prepared in April/May 2024.

As part of the traffic management solutions, one of the concepts involves the installation of a central median island along Battams Road, which is the subject of this petition.

A copy of the petition is contained in **Attachment A**.

In accordance with the Council's *Privacy Policy*, the personal information of the petitioners, (i.e. the street addresses) have been redacted from the petition. The names of the signatories and the suburb which have been included on the petition have not been redacted from the petition.

RELEVANT STRATEGIC DIRECTIONS & POLICIES

The relevant Goals contained in *CityPlan 2030* are:

Outcome 1: Social Equity

Objective 1.2: A people friendly, integrated and sustainable transport network.

Strategy:

1.2.4 Provide appropriate traffic management to enhance residential amenity.

DISCUSSION

The Petitioners are opposed to the installation of a median island along Battams Road because in their view, it would result in adverse impacts as set out below:

- the median island across intersections will cause significant inconvenience and disruption to residents accessing their homes; and
- traffic flows will increase on Second Avenue, Sixth Avenue, Pollock Avenue, Broad Street, Dix Street and Hooking Avenue;

The petition has been signed by a total of 33 people, including the Convenor of the petition.

Of the 33 signatories, 13 signatories do not reside within the City of Norwood Payneham & St Peters however 10 of 33 signatories have indicated that they reside on Battams Road.

In respect to petitions associated with traffic management issues, the Council's policy states as follows:

Petitions

Petitions regarding traffic management issues which are received by the Council, will be referred to the Committee for consideration.

The Committee shall acknowledge the petition and note that Council staff will then investigate the issues which are raised through the petition. The process which will be used by Council staff in addressing the matter shall be the same as that which is set out in the Traffic Management Investigations Section of this Policy.

RECOMMENDATION

That the Convenor of the Petition be advised that this matter will be referred to the Council's Traffic Management & Road Safety Committee, in accordance with the Council's *Local Area Traffic Management Policy*.

Cr Knoblauch moved:

That the Convenor of the Petition be advised that this matter will be referred to the Council's Traffic Management & Road Safety Committee, in accordance with the Council's Local Area Traffic Management Policy.

Seconded by Cr Holfeld and carried unanimously.

10. WRITTEN NOTICES OF MOTION

10.1 WRITTEN NOTICE OF MOTION – 2025 AFL GATHER ROUND – SUBMITTED BY MAYOR ROBERT BRIA

NOTICE OF MOTION: 2025 AFL Gather Round
SUBMITTED BY: Mayor Robert Bria
FILE REFERENCE: qA1039
ATTACHMENTS: Nil

Pursuant to Regulation 12(1) of the *Local Government (Procedures at Meetings) Regulations 2013*, the following Notice of Motion has been submitted by Mayor Robert Bria.

NOTICE OF MOTION

1. The Council advises the South Australian Government, the Australian Football League (AFL), Norwood Football Club and South Australia National Football League (SANFL), that it would like Norwood Oval to be selected as a venue for matches as part of the 2025 AFL Gather Round and 2026.
2. The Council authorises the Mayor and Chief Executive Officer to engage with relevant stakeholders as required, including but not limited to, the South Australian Government, the Norwood Football Club, the SANFL, the AFL and AFL football clubs, to facilitate matches being played at the Norwood Oval as part of the 2025 AFL Gather Round.
3. The Council notes that a Budget submission seeking an allocation of \$200,000, to meet the costs of events and activities associated with the 2025 Gather Round, should Norwood Oval be selected as a venue to host matches as part of the 2025 Gather Round, will be submitted for consideration as part of the Draft 2024-2025 Budget.

REASONS IN SUPPORT OF MOTION

The success of the 2023 AFL Gather Round captured the imagination of South Australia and the local and wider community. All nine (9) matches sold out and more than 200,000 tickets were sold, including 60,000 to interstate fans and supporters.

Following that success, the City of Norwood Payneham & St Peters expressed an interest in being involved in this year's Gather Round. Following successful negotiations, Norwood Oval will host two (2) matches: Brisbane versus North Melbourne on Friday 5 April and Richmond versus St Kilda on Sunday 7 April). Both matches sold-out within an hour of tickets going on sale, as did the extra ticket allocation that was recently released. As Members are aware, the Council will be hosting a series of events and has worked with the AFL regarding activations in front of Norwood Oval and with the South Australian Tourism Commission for the Norwood Food and Wine Festival.

With increasing interest from other Council's and their affiliated SANFL Clubs, it is important that this Council endorse and register its interest early to continue being involved in Gather Round in 2025 and 2026.

Ordinarily, I would submit this Notice of Motion after Gather Round, when the Council would have had the opportunity to assess the economic impact from Spendmapp data and consider the feedback from stakeholders, in terms of what worked well and where there is room for improvement.

However, given the status of the current budget process, from a transparency process and to ensure a decision is not made following adoption of the draft 2024-2025 Annual Business Plan, I believe it is important for the Council to consider its position now and make a subsequent budget allocation, should it wish to be involved in next year's Gather Round.

In this way, the AFL and the Government of South Australia are also made aware that the Council is already thinking ahead to 2025 and is financially committing itself to the event in order to optimise the chances of Norwood Oval again being selected to host matches.

There is no question that over the past two Gather Rounds, the Council has developed a strong rapport with the AFL and State Government in terms of giving them confidence about what we have been able to deliver regarding activations and events, as well as ongoing investment in infrastructure at Norwood Oval. This is an ongoing relationship, however, our record to date should stand us in good stead in terms of being assessed against other Councils and venues wanting to participate in future Gather Rounds.

Without pre-empting the success of 2024 Gather Round, the national exposure of The Parade and the City of Norwood Payneham & St Peters more generally as part of Gather Round has many benefits for our City, particularly in terms of the visitor economy and economic development generally. The re-establishment of the Norwood Food and Wine Festival, albeit under the auspices of the South Australian Tourism Commission, will only serve to reinforce The Parade reputation as Adelaide's premier main street.

**STAFF COMMENT
PREPARED BY THE CHIEF EXECUTIVE OFFICER**

The endorsement to proceed now with discussions regarding the 2025 AFL Gather Round, will assist in ensuring that Norwood Oval is again selected as a venue to host AFL matches.

Cr Duke moved:

- 1. The Council advises the South Australian Government, the Australian Football League (AFL), Norwood Football Club and South Australia National Football League (SANFL), that it would like Norwood Oval to be selected as a venue for matches as part of the 2025 AFL Gather Round and 2026.*
- 2. The Council authorises the Mayor and Chief Executive Officer to engage with relevant stakeholders as required, including but not limited to, the South Australian Government, the Norwood Football Club, the SANFL, the AFL and AFL football clubs, to facilitate matches being played at the Norwood Oval as part of the 2025 AFL Gather Round.*
- 3. The Council notes that a Budget submission seeking an allocation of \$200,000, to meet the costs of events and activities associated with the 2025 Gather Round, should Norwood Oval be selected as a venue to host matches as part of the 2025 Gather Round, will be submitted for consideration as part of the Draft 2024-2025 Budget.*

Seconded by Cr Callisto and carried unanimously.

**10.2 WRITTEN NOTICE OF MOTION – HARD WASTE COLLECTION – SUBMITTED BY
CR CHRISTEL MEX**

NOTICE OF MOTION: Hard Waste Collection
SUBMITTED BY: Cr Christel Mex
FILE REFERENCE: qA1039
ATTACHMENTS: Nil

Pursuant to Regulation 12(1) of the *Local Government (Procedures at Meetings) Regulations 2013*, the following Notice of Motion has been submitted by Cr Christel Mex.

NOTICE OF MOTION

That the Council requests East Waste to review, in consultation with Council staff, the process associated with the collection of hard waste, including but not limited to, reducing the lead times from when the collection of hard waste is booked by a resident with East Waste to the time it is collected and the identification of hard waste that is booked for collection as opposed to that which is illegally dumped .

REASONS IN SUPPORT OF MOTION

It has been brought to my attention that concerns are being raised by residents regarding the placement of hard waste on verges, in respect to whether the hard waste has been placed on the verge for collection by East Waste or whether it has been illegally dumped.

This issue was previously managed by East Waste through the issuing of a notice to the resident who has requested their hard waste to be collected, that was attached to the hard waste, that would identify that it was legally placed on the verge and would be collected by East Waste.

A recent incident involving two residents, whereby one resident was given a 'nasty' note by another resident who thought that hard waste had been illegally placed on the verge, illustrates what can occur.

In addition, this scenario, coupled with what appears to be a higher number of illegally placed hard waste, is creating confusion and concern amongst residents who have raised the issue with me.

Given the above, I believe that it would be prudent to request East Waste to review, together with Council staff, the current processes associated with the collection of hard waste.

**STAFF COMMENT
PREPARED BY THE CHIEF EXECUTIVE OFFICER**

The motion to request that East Waste review its hard waste collection is timely.

If adopted, Council staff will enact the necessary steps and report back to the Council once the review is completed.

Cr Mex moved:

That the Council requests East Waste to review, in consultation with Council staff, the process associated with the collection of hard waste, including but not limited to, reducing the lead times from when the collection of hard waste is booked by a resident with East Waste to the time it is collected and the identification of hard waste that is booked for collection as opposed to that which is illegally dumped .

Seconded by Cr Callisto and carried unanimously.

10.3 WRITTEN NOTICE OF MOTION – ENHANCING UTILITY BOXES AT CRUICKSHANK RESERVE, MAYLANDS – SUBMITTED BY CR SCOTT SIMS

NOTICE OF MOTION: Enhancing Utility Boxes at Cruickshank Reserve, Maylands
SUBMITTED BY: Cr Scott Sims
FILE REFERENCE: qA1039
ATTACHMENTS: Nil

Pursuant to Regulation 12(1) of the *Local Government (Procedures at Meetings) Regulations 2013*, the following Notice of Motion has been submitted by Cr Scott Sims.

NOTICE OF MOTION

1. That up to \$5,000 be allocated for preparation of a design and installation of a mural or other appropriate artwork on the two (2) new utility boxes situated at Cruickshank Reserve. These boxes have been installed as part of the new Clubroom development.
2. Council acknowledges that the utility boxes cannot be moved and recognizes the community's concerns regarding their visual impact.

REASONS IN SUPPORT OF MOTION

There has been a large amount of community concern regarding the placement of two large SA Power Network boxes near the tennis courts and new clubrooms and near the footpath on Phillis Street, Maylands. Staff have been advised by SA Power Networks that these utility boxes are unable to be moved.

The large metal boxes can be seen as unsightly looking fixtures, therefore, an opportunity exists to beautify and contribute to the attractiveness of the surrounding landscape and new facility. This motion seeks to alleviate community concern and provide an opportunity to celebrate local artists and further improve the amenity of the reserve. See the pictures below.





**STAFF COMMENT
PREPARED BY THE CHIEF EXECUTIVE OFFICER**

If adopted, the motion can be implemented.

Cr Sims moved:

- 1. That up to \$5,000 be allocated for preparation of a design and installation of a mural or other appropriate artwork on the two (2) new utility boxes situated at Cruickshank Reserve. These boxes have been installed as part of the new Clubroom development.*
- 2. Council acknowledges that the utility boxes cannot be moved and recognizes the community's concerns regarding their visual impact.*

Seconded by Cr McFarlane and carried.

11. STAFF REPORTS

Section 1 – Strategy & Policy

Reports

11.1 REVIEW OF THE COUNCIL'S ON-STREET PARKING POLICY

REPORT AUTHOR: General Manager, Urban Planning & Environment
GENERAL MANAGER: Chief Executive Officer
CONTACT NUMBER: 8366 4501
FILE REFERENCE: qA64322
ATTACHMENTS: A - B

PURPOSE OF REPORT

The purpose of this report is to present the outcome of a review that has been undertaken of the Council's *On-Street Parking Policy*, which was first adopted in November 2021.

BACKGROUND

The *On-Street Parking Policy* was developed to manage (insofar as is reasonably practical) current and future on-street parking needs and requirements and aims to balance and cater for the role of on-street car parking in influencing urban form, transport patterns, investment (both public and private) and its impact on liveability.

Parking plays an instrumental role in supporting broader transport strategies and its demand and supply is a strong driver of choices which are made by both residents and people wishing to conduct business, shop, visit and work within the City of Norwood Payneham & St Peters.

It is both a challenging and complex undertaking to establish and implement parking controls and a parking permit framework that is 'fit-for-purpose' to meet current needs, but also cater to the needs of the future, in terms of promoting, achieving and maintaining liveability, equity, economic prosperity and sustainability. In this context, given that three years have passed since the Policy was first endorsed, it is considered timely for the Policy to be reviewed.

RELEVANT STRATEGIC DIRECTIONS & POLICIES

There are no specific strategies contained in *CityPlan 2030* relating to on-street parking. However, Outcome 1 - Social Equity, Objectives 1.1 and 1.2 are relevant to the extent that the objectives relate to attaining a people friendly, integrated, sustainable and active transport and pedestrian network and maximising access to services and facilities.

Outcome 3 – Economic Prosperity, Objective 3.2 is also relevant to the extent that the Council's objective is to have cosmopolitan business precincts which contribute to the prosperity of the City and promote the City as a visitor destination.

Objective 5 of the Council's *Smart City Plan* is relevant to on-street parking as it encourages the exploration of opportunities to improve parking in the City with smart technology.

The Council's Access and Inclusion Strategy is also of relevance as it promotes equitable access to services available in the City.

FINANCIAL AND BUDGET IMPLICATIONS

If the extent of the changes that are proposed is endorsed by the Council, the draft revised Policy will need to be released for community consultation. The scope of the community consultation is yet to be finalised but will likely include some actions that will incur costs, such as a targeted mail out to all existing parking permit holders informing of the community consultation process and the distribution of information flyers to relevant interest groups and other stakeholders. It is guesstimated that \$3,000 will be required to undertake comprehensive community consultation.

EXTERNAL ECONOMIC IMPLICATIONS

The availability of on-street parking impacts on the economic development of a City. In respect to the City of Norwood Payneham & St Peters, its retail base is essentially focussed on main streets such as The Parade, Magill Road, Kensington Road and Payneham Road. As these main streets have developed over time, together with changes to on-site car parking requirements through changes to planning policies (now almost exclusively controlled by the State Government), there has been a gradual loss of on-site car parking, thereby making the availability and management of on-street parking critical to the sustainability of these precincts. This situation, together with less restrictive parking policies which have been introduced by the State Government, has resulted in and continues to result in, significant competition for on-street parking as some land uses do not accommodate sufficient on-site car parking to meet the demand that is generated by the land use. This situation is heightened in precincts such as The Parade and Magill Road, where both commercial and residential land uses are required to co-exist and compete for limited on-street parking. Achieving a balance is therefore critical, but challenging and complex.

SOCIAL ISSUES

The City's residential areas and its residents also rely on the provision of on-street car parking. In suburbs such as Felixstow, St Peters, etc., the competition for on-street car parking is not as high as in residential areas adjacent to The Parade, Magill Road and Payneham Road and indeed, many of the suburbs west of Portrush Road. As with main streets, tipping the balance totally in favour of residential land uses and residents will impact negatively on the City's main streets. Similarly, tipping the balance in favour of the business sector will impact negatively on residents. As such, a balance needs to be achieved.

CULTURAL ISSUES

Australian cities are still very much "*car-centric*". There are numerous reasons for this continuing reliance on vehicles.

From a cultural perspective, this dependency translates to the expectation that on-street car parking must be provided to each user, irrespective of priority and need. Similarly, there is a growing expectation that individual needs are more important than collective needs and that priorities should be based on the needs of the individual.

ENVIRONMENTAL ISSUES

Not Applicable.

RESOURCE ISSUES

Nil.

RISK MANAGEMENT

See the Discussion section of this report.

CONSULTATION

- **Elected Members**

Nil.

- **Community**

If the draft revised Policy is endorsed by the Council, broad community consultation will be undertaken.

- **Staff**

- Chief Executive Officer;
- General Manager, Governance & Community Affairs;
- Manager, Traffic & Integrated Transport;
- Manager, Development & Regulatory Services;
- Team Leader, Regulatory Services; and
- Traffic Engineer.

- **Other Agencies**

Not Applicable.

DISCUSSION

This report sets out the range of issues that have been identified with the Policy, since its adoption in 2021. Some of the issues that are addressed below relate to gaps in the existing Policy and some relate to anomalies or ambiguities that have been identified in the wording contained in the Policy. The recommendations that have been proposed that aim to provide greater clarity to assist in the application and interpretation of the Policy and some recommendations address unforeseen consequences that would arise if aspects of the current Policy are strictly implemented and enforced.

The structure below generally lists the relevant section of the Policy (if applicable), the recommended change and discussion of the issues that may require resolution or at least consideration.

Parking Precincts and Priority of Use

The existing Parking Precinct Map contained on Page 6 of the Policy, shows the respective parking precinct areas across the City and serves as a guide to inform the priority of parking within each precinct. In addition, the existing map shows buffer zones for some, but not all, Arterial Roads within in the City. The buffer zones provide guidance for when specific on-street parking controls may be needed on local streets that abut Arterial Roads to supplement Clearway and Bike Lane parking controls that are often applied on Arterial Roads and regulated by SAPOL. The introduction or alteration of on-street parking controls within the buffer zones seeks to ensure that some on-street parking remains available in close proximity to service retail and commercial land uses located on Arterial Roads.

It is recommended that new buffer zones be included in the Parking Precinct Map for O.G. Road, Dequetteville Terrace, Nelson Street, Stephen Terrace and Fullarton Road, to ensure a more consistent approach for the application of parking controls in buffer zones adjacent to all Arterial Roads within in the City. In addition, it is recommended that the current 50 metre Arterial Road buffer zone distance be increased to 100 metres to enable the provision of more time restricted parking adjacent to Arterial Roads to meet retail and commercial land use requirements.

The proposed changes do not necessarily mean that all on-street parking located within 100 metres of Arterial Roads will be exclusively time restricted to service non-residential land use requirements. Rather, it seeks to provide greater flexibility for Council staff to take a more tailored approach to the implementation of parking controls adjacent to Arterial Roads to more accurately address local conditions.

The proposed changes are considered to strike a better balance of meeting the competing needs of residential and non-residential land uses.

When Intervention is needed & Occupancy Rates

Investigations

The current wording in the Policy infers that intervention (ie. the introduction of new or altered on-street parking controls) should be considered after the following steps are carried out for each investigation:

- defining the precinct boundary;
- identifying the hierarchy of parking uses that should apply to the precinct;
- undertaking parking surveys;
- preparing an inventory of the current parking supply;
- summarising public transport options/cycling facilities in close proximity;
- summarising the perceived issues for the precinct;
- comparing the issues at hand with the actual parking demand recorded in the survey and identifying areas of deficiencies or surplus; and
- recommending what measures are required to rebalance parking to ensure adequacy for visitors and other stakeholders in the precinct.

The extent of investigations that are currently required are workable for addressing precinct wide on-street parking issues but are considered excessive and too resource intensive to address a relatively minor local on-street parking issue. It is therefore recommended that the current wording in the Policy be supplemented to allow for minor changes to existing on-street parking controls to be implemented, where, in the opinion of the Manager, Development & Regulatory Services, the proposed changes will not cause adverse on-street parking issues in the broader locality and provided that regard is given to the Policy objectives and that consultation on the proposed changes is undertaken with (and limited to) persons deemed to be directly impacted by the proposed changes.

The suggested change will streamline investigations into parking issues of a relatively minor nature and will negate the need for staff to undertake unnecessarily detailed investigations such as parking occupancy surveys, which may otherwise be relevant considerations required to address precinct wide on-street parking issues.

Minor interventions will still need to be justified and align with the priorities for the relevant respective precincts. Notwithstanding this, the proposed change will enable staff to address on-street parking issues of a relatively minor nature in a more timely manner.

Occupancy Rates & Intervention

The current Policy includes information about optimum on-street parking occupancy ranges for commercial activity areas and guidance in respect to when intervention (ie. the implementation of on-street parking controls) may be required. However, the Policy is silent with respect to what should be considered as optimum parking occupancy ranges within residential areas to guide initial or additional intervention. Having had regard to academic transportation and parking theory and the advice of the Council's traffic engineering staff, it is recommended that the following content be included in the Policy.

Occupancy Rates

*The Council considers that the ideal maximum occupancy rate for on-street parking is 85% before intervention should be considered, meaning that approximately one in every eight (8) on-street parking spaces should be vacant at any given time. In a practical sense, this approach should enable drivers to find an on-street parking space within reasonably close proximity to their destination, without excessive searching**.*

** Shoup, D. (2007) *Cruising for Parking*. *Transport Policy* 13(6), 479-486.[2].

Introducing or Altering Parking Controls

Parking occupancy surveys will be undertaken during business hours and/or outside of business hours on a weekday or on a weekend depending on the relevant issues that need to be addressed. This will establish on-street parking demand and availability throughout the day. The type of survey may include parking space occupancy, duration of stay, permit holder parking and compliance with the existing controls, depending on the issues being investigated.

Generally, at least three (3) surveys will be conducted throughout the day or on more than one day, to identify the relevant issues and to assist in determining what type of intervention may be required. Where parking occupancy rates are below 85% on average, intervention such as the implementation of additional parking restrictions, will generally not be considered. However, the Council may consider education initiatives, additional signage and enforcement of existing parking controls as alternative types of intervention, where such a requirement is identified.

Intervention where maximum occupancy rates are below 85%, may also be considered, when local conditions and other relevant factors are taken into account. This may also include the implementation of parking controls in areas adjacent to the area where new or altered parking controls are proposed to mitigate against the new parking controls shifting the parking problem to the next street or area.

If there are existing parking controls in a street where surveys identify that there is less than 65% occupancy, the alternation or removal of the controls will be considered.

Where on-street parking occupancy surveys are undertaken, average occupancy rates and other considerations, such as walkability, will be considered. For this, occupancy rates for on-street parking areas will be generally considered in grouped areas of up to 150 metres, which is considered a reasonable maximum distance that a motorist should have to walk to their vehicle within a suburban residential setting – all things being equal. This may mean that parking occupancy rates are high at one end of the street compared to another end of the street that may be separated by a significant distance.

The need or otherwise for the parking controls will take into account, the average parking occupancy rates separately for both ends of the street, rather than grouping them together as this may skew the occupancy survey results.

Where intervention through new, altered or removed parking controls is deemed necessary, the Council will consult over a minimum period of two weeks, with the affected citizens and businesses. The Council will carefully consider all responses that are received on proposed parking controls and use an evidence-based approach in determining and implementing parking management actions.

Residential Parking Permits - Multi-Dwelling Developments

Prior to the introduction of planning controls in South Australia in 1972, many multi-dwelling developments were constructed with minimal, insufficient or no off-street parking.

In more recent decades, multi-dwelling developments have been required to include adequate off-street parking facilities to cater for the likely parking demand generated by occupants and visitors. This approach has minimised the demand for Residential Parking Permits from residents of contemporary multi-dwelling developments. However, as the Council's Assessment Panel or Assessment Manager are not always the relevant planning authority to determine applications for multi-dwelling developments in this City, there is a risk that external planning authorities may approve multi-dwelling developments with insufficient off-street parking facilities.

In such cases, unless the supply of available off-street parking spaces is well managed by the relevant Strata Corporation and property owners, there is a risk that the demand for off-street parking spaces will be greater than the supply within the development site and this will, in turn, increase demand for on-street parking spaces in the locality adjacent to such developments.

To manage this risk, it is recommended that the eligibility criteria for Residential Parking Permits be amended to state that permits will not be issued to residents or owners of dwellings within multi-dwelling developments that are provided with off-street car parking facilities and were constructed and completed for occupation after 1 November 2021. This date has been chosen because it is the date on which the *On-Street Parking Policy* was first adopted. Residents living in these developments are expected to make adequate arrangements for parking within the premises.

The proposed change is less restrictive than the current eligibility criteria, which does not allow owners and occupants of any multi-dwelling developments to access Residential Permits, irrespective of when the multi-dwelling development was constructed.

If the current wording of the Policy is strictly enforced, this would unreasonably leave some existing residents without access to on-street parking spaces and no access to Residential Parking Permit, meaning that the value and liveability of those dwellings would be significantly reduced and compromised. For example, the residents who would no longer be eligible for permits that they have historically been provided would either have to park a significant distance from their dwelling, typically outside of a time-restricted parking area (assuming they can even find a parking space within walking distance to their dwelling), occupy the dwelling without a vehicle or consider moving to more suitable residential accommodation.

The unforeseen impact that would arise if the current wording contained in the Policy is strictly enforced, would lead to unintended and inequitable consequences. For these reasons, this aspect of the Policy has not been actively enforced since its adoption in 2021. The recommended change will not penalise existing residents who reside in multi-dwelling developments that were constructed prior to 1 November 2021 and who have historically been eligible to be provided with Residential Parking Permits. The recommended change is therefore considered to strike a more pragmatic balance between maintaining the status quo for the majority of existing permit holders, whilst at the same time 'future-proofing' the Council area to ensure that the demand for on-street parking spaces is not substantially exacerbated by new multi-dwelling developments.

The On-Street Parking Policy should, as far as is practicable, be a forward-facing document rather than retrospective and any attempts to address historical anomalies should be minimised to ensure that existing residents are not unreasonably disadvantaged.

Residential Parking Permits – Time Limited Parking Areas

The current wording in the Policy states that Residential Permits cannot be used in time limited parking areas of less than two-hour duration, whereas historically, Residential Permits have been used by eligible residents to park in one-hour time limited parking areas.

If staff strictly enforce the above-mentioned change to the Policy that was introduced in 2021, this would have a significant and unforeseen impact on many existing residents. The location of existing one-hour time limited parking areas has been cross-referenced with Residential Permits issued in those locations and this analysis has revealed that ninety-six (96) residents would no longer be eligible to receive a Residential Parking Permit if the current wording of the Policy is strictly enforced. This would primarily affect residents in College Road, Rundle and King William Street, Kent Town; Botanic Street, Hackney; Margaret and Charles Street, Norwood as well as various streets in Payneham, Stepney and Marden.

It should also be noted that the above-mentioned provision of the Policy has not been enforced by staff to date, due to the significant unintended and negative impact it would have, noting that residents using Residential Permits to park in one-hour time limited parking areas has not caused any significant issues in the affected parts of the City.

An alternative approach would be to consider removing or changing time-limited parking areas in the above-mentioned parts of the City. However, this would be problematic given that the parking restrictions are in place to minimise the impacts of all-day parkers and to provide on-street parking opportunities for residents who live in premises that have no or limited off-street parking facilities. In this context, it is recommended that the Residential Permit eligibility criteria be changed to allow residents to park in Resident Only Parking Zones and in time limited parking areas of no less than one hour, which reverts back to arrangements that were in place prior to the adoption of the current Policy in 2021.

If the current wording in the Policy is strictly enforced and the eligibility criteria remains unchanged, ninety-six (96) residents would no longer be issued with Residential Permits and those residents would need to park outside of the time limited parking areas, in areas where there is already significant demand and competition for untimed on-street parking spaces. This unforeseen impact would unreasonably disadvantage a significant proportion of residents who currently use Residential Permits and park in one-hour time limited parking areas.

The suggested change to the Policy to allow Residential Permit holders to continue to park in time limited parking areas of no less than one-hour duration and would overwhelmingly retain the status quo, with eligibility impacts limited to permit holders associated with six (6) properties, which are located adjacent to thirty (30) minute time limited parking zones.

Residential Parking Permits – Other Eligibility Criteria

Proposed changes are recommended with respect to the eligibility criteria for Residential Permits to provide greater clarity on the type of vehicles and objects for which Residential Permits can be used, where vehicle parking is permitted and restricted, how permits should be used, the circumstances for when revocation of permits may be considered and allowing households to access a third Residential Permit where extenuating circumstances apply.

More specifically, the suggested changes to the eligibility criteria for Residential Parking Permits include:

- *allowing eligible residents to access an additional and transferable Residential Permit on application, where extenuating circumstances apply, such as a proven significant medical need.*

The current eligibility criteria does not cater for extenuating circumstances that may arise from time to time. The proposed change will provide an opportunity for residents to access an additional permit when the need arises. For the avoidance of doubt and to limit the number of residents who can access an additional permit, it is recommended that 'extenuating circumstances' be defined in the Policy to include and be limited to situations that are out of a person's control, that has a significant impact and where the timing of the circumstance is relevant to the claimed impact. It is also recommended that where an additional Residential Permit is issued to address an extenuating circumstance, that such permits be transferable to provide greater flexibility for its use by the beneficiaries.

- *permits are only available for registered/roadworthy motor vehicles and are not available for buses, trucks, motorcycles, scooters, motor homes, boats, trailers, caravans or the like.*

The proposed change provides greater clarity as to the type of vehicles or items that are allowed and prohibited with respect to using Residential Permits.

- *permit/s will not be issued if parking spaces could reasonably be provided on the property. This includes, for example, where a garage, carport or other space that could reasonably be used as an off-street parking space has been converted to an alternative use or used for storage of any kind including, but not limited to, items such as boats, jet skis, trailers, caravans, scooters, motorbikes.*

The proposed change provides greater clarity to assist staff in their assessment of the extent of available parking contained within residential properties when assessing Residential Permit applications.

- *permits cannot be used to park a vehicle on The Parade, Norwood.*

The proposed change will ensure that parking opportunities on The Parade are provided and maintained primarily for shoppers and visitors, as well as for public transport and emergency services vehicles.

- *permits may be revoked where they have been misappropriated.*

The proposed change introduces new criteria for revocation should a person use a Permit dishonestly. It is envisaged that this provision will only be rarely used, however it is proposed as a safeguard, particularly if transferrable and temporary permits are issued, which can more easily be misappropriated than Residential Permits.

Residential Parking Permits – Time Limit for Vehicles

The conditions of use for Residential Permits do not currently include any requirements for permit holders to move their vehicles on a regular basis. Whilst the vast majority of permit holders do move their vehicles regularly, there are some examples across the City where registered vehicles have remained in the same on-street parking space for extended periods of time. In some cases, permit holders have multiple vehicles parked on-street for extended periods of time. Occasionally, the Council receives complaints about these vehicles, due to their poor visual condition and negative aesthetic impacts on streetscapes and to a lesser extent, their impact on traffic safety. Often cars parked for extended periods collect dust, rust and cobwebs, the paint fades etc. which can negatively impact on residential amenity.

If a vehicle is legally registered and the vehicle owner has an entitlement to a Residential Permit or multiple permits (maximum of 2 permits), Council staff currently have no powers to require the vehicles to be moved or to revoke permits.

Some Councils that issue Residential Permits impose time limits for the movement of vehicles. For example, the City of Adelaide, City of Charles Sturt and Town of Walkerville require Residential Permit holders to move their vehicles every twenty-four (24) hours, although it is unknown to what extent this provision is enforced. The introduction of a condition requiring vehicles that are parked under the guise of a Residential Parking Permit to be regularly moved is considered appropriate for this Council, however, a more generous timeframe than twenty-four (24) hours to move a vehicle is considered appropriate within a suburban setting.

Whilst there is no accurate way of determining what a reasonable timeframe would be, it is suggested that vehicles not be permitted to remain stationary in the same position for a period of more than seven (7) days and that vehicles must be moved a minimum distance of four on-street parking spaces if the vehicle is to be parked in the same time restricted parking area for concurrent seven (7) day periods.

The suggested imposition of a time limit restriction is considered to strike a reasonable balance between retaining convenience for the vast majority of permit holders who may, from time to time, need to leave vehicles parked in the same on-street location for reasons such as illness, employment or travel, whilst at the same time empowering staff to take enforcement action and revoke permits or issue expiations to citizens who ignore repeated requests to regularly move their vehicles.

The suggested change would not necessarily address concerns with registered vehicles being parked on-street for extended periods, as legitimate permit holders could choose to move their vehicle every seven (7) days, but it will at least ensure that the location of all vehicles parking on-street changes regularly and it may create a level of inconvenience for some permit holders that may encourage them to move cars that have been parked on-street for extended periods of time to off-street facilities.

If the suggested change is endorsed, it should be noted that enforcement of the time limits to move vehicles through revocation of permits would only be pursued as a last resort of enforcement, with application of this approach limited to cases where citizens are blatantly ignoring repeated requests to move their vehicles and repeat offenders.

Visitor Parking Permits – Eligibility Criteria

Under the current Policy, Visitor Parking Permits cannot be used in parking zones of less than two-hour duration. However, it is recommended that the use of Visitor Permits be allowed in resident only parking areas and time limited parking areas of no less than one (1) hour duration. This will ensure that residents of ninety-six (96) affected properties, which are located adjacent to one-hour time limited parking areas across the City, will retain their eligibility to use Visitor Permits from time to time to meet their domestic needs.

The current Policy restricts the use of Visitor Permits to four hours and states that residents can purchase books of Visitor Permits as needed, but that the number of Visitor Permits may be limited, without stating what that limit is.

To ensure clarity for all affected parties, it is recommended that the Policy be amended to state that the maximum number of Visitor Permits that the Council will provide annually to each household will be limited to fifty (50) and that one additional book containing another fifty (50) Visitor Permits may be provided annually, on request, provided that the resident provides evidence that the first book of Visitor Permits has already been used. It is also recommended that a maximum of two Visitor Permits per household be used at any one time.

The suggested amendments to the Policy will align with information that has been advised to all Residential Permit holders as part of the foreshadowed roll out of Visitor Permit booklets, which will occur for the first time in the 2024/2025 financial year.

Visitor Permits have historically been issued as transferable permits and whilst the four-hour time limit was introduced in 2021, the time limit has not yet been enforced. As such, some residents have historically used Visitor Permits as ‘defacto’ Residential Permits and from time to time – and frequently in some cases – some residents park their vehicles on the street all day in time limited parking areas using a Visitor Permit.

The roll out of Visitor Permit booklets from July 2024, will include enforcement of the four-hour time limits and this will ensure that the Visitor Permits are used for their intended purpose, which in turn should assist to increase turn-over of on-street parking spaces in time limited parking areas. Enforcement of this aspect of the Policy will provide more equitable accessibility to on-street parking for all permit holders. However, it should be noted that the proposed enforcement will raise the ire of some residents who have historically used Visitor Permits as ‘defacto’ Residential Permits and this will need to be carefully managed.

Limiting the use of Visitor Permits to a maximum of two (2) at any one time will ensure that all permit holders will have reasonable access to on-street parking spaces in time-restricted parking areas. If a limit on the number of Visitor Permits that can be used concurrently is not included, there is a risk that a Residential Permit holder could, from time to time, park two vehicles and have several visitors park in resident only parking areas or time limited parking areas and this would be inequitable to other users.

Temporary Parking Permits

The current Policy is silent with respect to the provision of temporary permits to address accessibility issues for local residents during major events and is silent with respect to the issuing of temporary permits for tradespeople.

Notwithstanding these omissions from the current Policy, the suggested inclusion of temporary permits for events reflects the Council’s current practice of managing on-street parking impacts that arise from time to time from the staging of significant events or activities in or adjacent to this City, such as the Adelaide 500 Super Car event and the WomAdelaide Arts Festival.

The inclusion of a new section allowing for the issue of temporary permits for tradespeople in limited circumstances, is aimed at providing convenience for the delivery of materials to residential construction sites and for tradespeople to have faster convenient access to their vehicle to access tools and materials. The current Policy makes no provision to facilitate this type of activity despite that fact that there are several hundred residential developments undertaken across the City in any given year and many of these occur in parts of the City where there are time restricted parking controls in place and high demand for on-street parking spaces, which makes it difficult for tradespeople to do their job efficiently and effectively. Including a maximum number and time for this type of permit will ensure that other Residential Permit holders will still have reasonable access to on-street parking spaces adjacent their properties.

The imposition of a daily fee for this type of permit is not recommended at this time, but could be a consideration for the Council now or at a later time. At the very least, provision should be made for the option of charging a fee in the Policy.

The following new section is recommended for inclusion in the Policy:

Events & Significant Activities

The Council, at its absolute discretion, may provide Temporary Parking permits to occupiers of residential and commercial premises located in parts of the City in which temporary parking controls are implemented from time to time to address accessibility issues for on-street parking arising from the staging of an event or the undertaking of a significant activity.

The aim of the temporary parking controls and permits of this kind, is to enable local residents and businesses to conduct their day-to-day business and activities and maintain reasonable access to on-street parking during the course of a significant event or activity.

The Temporary Parking Permit is transferable between vehicles and will only be issued in relation to significant or major events or activities, as determined by the Manager, Development & Regulatory Services, at his or her absolute discretion.

A Temporary Parking Permit related to significant or major events or activities will only be valid on the days where temporary parking controls are in places in the affected streets.

Parking for Tradespeople

The Council may, at its absolute discretion, provide a maximum of one (1) Temporary Parking Permit per residential property to occupiers or owners of residential properties to allow a tradesperson to park in a time restricted parking area or Resident Only Parking Zone, whilst the property is being renovated or new residential development is being constructed.

Such permits will generally only be issued where a major renovation or construction of residential development valued over \$50,000 is being undertaken and will not be issued in relation to maintenance works of any kind. The permits will only be valid for tradespeople vehicles that are no larger than a sedan, van, ute or SUV and where the total length of the vehicle including any overhanging materials or trailers or the like do not take up more than two on-street parking spaces at any one time.

Temporary Parking Permits issued in relation to tradespeople vehicles will be subject to a daily fee, must be displayed on the Tradesperson's vehicle and may be issued for a minimum of one (1) day up to a maximum of forty-two (42) days.

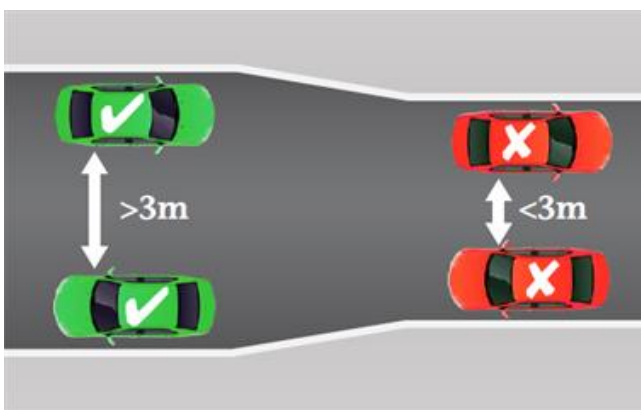
Events & Significant Activities

Narrow Streets

The Council frequently receives complaints about narrow streets, typically about there being inadequate space to pass parked vehicles, blocking of driveways, lack of space to present bins for waste collection and accessibility difficulties for waste collection trucks and emergency services vehicles.

Under the Australian Road Rules, when a vehicle is parked on-street, it must be positioned so that there is at least three (3) metres of the road alongside the vehicle, enabling other vehicles to pass. This is depicted in Figure 1 below:

Figure 1: Australian Road Rule 208 (7) – Minimum carriageway clearance space required between parked vehicles



The current Policy recommends the restriction of on-street parking to one side of the street in narrow streets with widths under 7.2 metres. However, it is recommended that the definition of narrow streets in the Policy be changed from 7.2 metres to 7.0 metres, to be consistent with the definition of a 'Narrow Street', under Australian Standard 'ASNZ 28.90.5 2020 Parking Facilities – On Street Parking'. This Standard was updated in 2020 and resulted in the minimum parallel parking space width changing from 2.1 to 2.0 metres. Therefore, the minimum road width can be 7.0 metres, rather than 7.2 metres to allow a 3.0 metre space between two parked cars.

When intervention is deemed necessary following investigations, the approach contained in the current Policy requires that parking is banned on one side of the narrow street or that on-street parking be staggered to provide safe passing opportunities for vehicles. This approach works in theory but does not recognise that in many parts of the City, the demand for on-street parking spaces in narrow streets is very high and that removing or staggering on-street parking spaces would substantially reduce parking space supply, creating a significant level of inconvenience for local residents and possibly creating a new parking problem by exacerbating demand for off-street parking in adjacent and nearby streets.

An alternative approach could be to apply a staged approach to intervention. For example, if accessibility for waste collection vehicles is problematic in a narrow street, parking restrictions could be implemented or trialed for one or two parking spaces on waste collection days to facilitate safe and convenient waste collection. The initial intervention could be supplemented with a staged approach of educating local residents, which may include the deployment of educational signage about parking requirements or restrictions, followed by a second phase of enforcing non-compliance if education fails and lastly introducing on-street parking controls such as the removal or staggering of existing on-street parking spaces if the first two measures fail.

This alternative approach to addressing parking and traffic issues through a staged approach of education followed by enforcement and finally the imposition of on-street parking controls if the first two are ineffective is consistent with the approach used by the City of Unley for streets with widths of between 5.0 metres and 7.0 metres and is considered to be a more realistic, equitable and balanced approach to addressing on-street parking issues in narrow streets. The alternative approach is recommended.

Parking Controls and Management – Construction

The inclusion of additional information in the Policy is recommended to better outline the Council's information requirements and expectations for parking controls, as they relate to proposed construction sites for major developments.

Parking Restrictions – Waste Collection

It is suggested that the following new information be included in the Policy, regarding the need for short-term parking restrictions to facilitate safe and convenient waste collection.

Demand for on-street parking spaces is high across much of the Council area, particularly in areas located adjacent to the City of Adelaide Central Business District as well as suburbs such as Norwood, where there is a significant mix of traffic generating land uses and Kensington, which contains an historic pattern of development with limited space for the provision of off-street parking facilities and relatively narrow streets.

These conditions result in high demand for on-street parking spaces across the City which, combined with the substantial number of narrow streets in the City, and historic housing stock that has limited or no off-street parking available, creates a conflict from time to time for the safe and convenient collection of waste.

The Council's waste collection service is provided by East Waste, which provides citizens with the following bins and services:

- *red lidded bin (140 litre) for general waste;*
- *yellow lidded bin (240 litre) for recycling;*
- *green lidded bin (240 litre) for food/kitchen organics; and*
- *at call hard waste collection service.*

General waste is collected weekly and alternate fortnightly pick-ups are scheduled for recycling and green organics. East Waste vehicles generally collect waste using a robotic arm that lifts bins into the truck's receptacle. However, from time to time, the waste collection trucks have trouble accessing narrow streets and or struggle to collect bins using robotic arms due to vehicles obstructing the location of the bins. To overcome this issue, many residents place their bins in driveway cross-overs or adjacent to neighbouring properties where access to the bins is more convenient.

In general, these ad-hoc arrangements work reasonably well, however, in some rarer cases, there are very limited opportunities to present bins in suitable and convenient locations for collection and this either results in the affected residents having to present bins a long distance from their property or in some cases, bins not being emptied which causes re-work for East Waste.

This can also cause frustration for the affected residents.

To address this issue, the Council may implement short-term parking controls to facilitate safe and convenient waste collection.

This type of intervention will only be considered where:

- *there is high and regular demand for on-street parking spaces and high occupancy rates, including, but not limited to narrow streets and high density residential areas;*
- *East Waste has verified that the waste collection process has been regularly impeded by vehicles blocking access to bins presented for collection; and*
- *there are not reasonable alternatives available for the affected residents to present their bins for collection.*

If parking controls are required, the restrictions will only apply to the relevant day of collection and will be generally limited to between 7.00am and 5.00pm or other such times as may be required by East Waste or the Council.

The Council does not generally endorse or support the use of stickers on bins to provide visual cues to motorists to avoid parking adjacent the bins on bin collection day. It is acknowledged that this approach is simple and likely to be effective in some cases, however, it placed the burden of addressing the issue on residents rather than the Council, has the potential to lead to confrontation between residents and motorists, has no legal effect and if they are used 'en-masse' and heeded by motorists, this would displace many vehicles that would otherwise park in these areas, potentially shifting demand for on-street parking to adjacent streets.

The suggested approach of implementing parking controls to facilitate safe and convenient waste collection has been implemented in other metropolitan Council areas including the City of Charles Sturt and the City of Unley.

Accessible Parking

It is suggested that the following additional information be included in the Policy, regarding accessible parking in the City.

The City of Norwood Payneham & St Peters is committed to making parking accessible and convenient for persons with a disability. Accessible parking bays are available across the City and are provided adjacent to most community facilities, open space and commercial precincts.

When the Council upgrades its assets and community facilities, accessibility to the facilities, including the availability of accessible parking spaces, is given careful consideration to evaluate compliance with current accessibility standards.

Accessible parking spaces are sign-posted or have the accessibility symbol painted on the road surface or signs cover the space. When parking in a designated accessible parking space, the time limit on the sign applies (ie. no extra time is allowed).

The Disability Parking Permit that is issued by the South Australian Government, must be clearly displayed to be eligible for the extended time limit described above, either hanging from the rear-view mirror or on the passenger side of the dashboard of the vehicle.

A vehicle correctly and legally displaying a Disability Parking Permit, may be parked in a time limited parking space and be entitled to additional time beyond the signed time limit restriction as follows:

- *for time restricted parking areas less than 30 minutes, the time for a Disability Parking Permit holder will be 30 minutes;*
- *for time restricted parking areas between 30 minutes and one hour, the time for a Disability Parking Permit holder will be two hours; and*
- *for time restricted parking areas where the time limit is more than one hour, the time limit for a Disability Parking Permit holder will be twice the period indicated on the sign.*

When the Council upgrades its assets and community facilities, accessibility to the facilities, including the availability of accessible parking spaces, is given careful consideration to evaluate compliance with current accessibility standards.

Smart Parking & Technology

It is suggested that the following additional information be included in the Policy regarding Smart Parking initiatives and the use of technology to assist in monitoring and enforcing parking restrictions across the City.

The use of smart technology to assist in the management and enforcement of parking areas and parking restrictions is rapidly expanding across Australia.

Smart Parking comes in many forms and has many benefits. Where a need is identified, the council will consider the use of smart parking technology to assist with the management and enforcement of parking controls or to enhance wayfinding and other directional signage as well as experiences for the convenience of citizens.

Case Study - Webbe Street Car Park, Norwood

In 2024, the Council will be installing in-ground sensors for each parking bay located within the ground floor of the Webbe street car park, Norwood.

The Council's overall objectives for monitoring and enforcing time limited car parking spaces in the car park with the use of smart technology include:

- *increasing turn-over of available parking spaces to benefit local traders;*
- *issuing or facilitating the issuing of expiation notices in an effective and efficient manner;*
- *improving the standard of proof of evidence for issuing expiations, using data obtained from technology such as in-ground-sensors;*
- *reducing the time the Council's Parking Compliance Officers need to patrol the car parking, in turn enabling them to perform more duties elsewhere; and*
- *monitoring of the car park usage rates, including during peak times and during community or significant events, to inform timing and delivery of council projects and initiatives such as capital works and other infrastructure upgrades.*

Vehicle overstays will trigger an electronic notification that will be sent to hand-held devices used by the Council's Parking Compliance Officers, who will then attend the car park to address the parking issue.

This efficient use of technology will reduce the need for the traditional and time consuming foot patrolling of the car park and 'chalking' of tyres as the presence of the Parking Compliance Officers will only be needed when a vehicle overstay is identified by the in-ground sensor technology.

This contemporary approach to monitoring parking controls will ensure that the Parking Compliance Officers use their time more effectively and efficiently to monitor other parts of the City and respond to parking overstays in the Webbe Street car park, only when the smart technology has identified a need.

Electric Vehicle Charging Stations

There are six publicly accessible electric vehicle (EV) charging stations, provided by JOLT and Evie in operation across the Council area.

EV charging station locations include:

- *Webbe Street car park, Norwood;*
- *Osmond Terrace, Norwood (on street parking bay near the Republic Hotel);*
- *Dunstone Grove/Linde Reserve car park;*
- *Borthwick Reserve, Portrush/Payneham Road;*
- *Payneham Community Centre; and*
- *Glynde Corner car park.*

In collaboration with JOLT and Evie, the Council aims to provide up to 16 EV charging stations in the City over the next fifteen (15) years, subject to demand.

A map showing the location of the charging stations is available on the Council's website.

The Council may take enforcement action and expiate owners of non-electric vehicles that park in designated electric vehicle parking spaces.

Consideration has also been given to public safety and accessibility concerns associated with the charging of electric vehicles, caravans, motorhomes etc. in on-street parking spaces.

As the popularity of electric vehicles continues to grow, some residents who have no off-street parking facilities or limited space on their residential property have been charging their vehicles whilst the vehicle is located within an on-street parking space, using an electrical cable (extension cord), that runs from the residential property across the adjacent footpath and verge, either in a protected state with a cover over the cable or in an unprotected state. This practice also occurs from time to time with respect to the electrical charging of items contained within caravans, motorhomes etc., which are parked in on-street parking spaces.

The practice is considered very dangerous as it essentially runs live electricity currents across footpaths, creating accessibility issues for passing pedestrians and cyclists, including visually impaired persons and creates an unacceptable risk of electrocution for anyone who comes into contact with a damaged or faulty electrical cable. Even if the cable is protected within a casing, some sections of the cable adjacent to the property and or vehicle are likely to remain exposed and as such, the unacceptable risk of electrocution would remain.

The Council has also recently received some enquiries from residents who have no off-street parking facilities or limited space on their residential property, about its position in respect to approving the installation of permanent underground electrical charging facilities in the public realm, which would allow privately owned electric vehicles parked within on-street parking spaces to be charged, using electricity that runs from the citizen's residential property into an electric vehicle charging outlet installed in the adjacent verge.

Whilst it is possible to safely install permanent underground electrical charging facilities in the public realm to facilitate the charging of privately owned electric vehicles parked within on-street parking spaces using electricity from the citizen's residential property, this practice raises broader questions about equity. This is because the installation of a permanent underground electrical charging facility in the public realm to charge privately owned electric vehicles is highly likely to lead to an expectation of semi-permanent or exclusive rights of use for the on-street parking space, which would be at the detriment of other users. This outcome would be inequitable to other citizens and would lead to the partial privatisation of the public realm, which is 'slippery slope'. Additionally, the management of such infrastructure will present ongoing liability issues for the Council.

On this basis, it is recommended that the Policy include a statement to the effect that the charging of privately owned electric vehicles, caravans, motor homes etc. located within an on-street parking space, that is not designated as a publicly accessible electric vehicle charging station location, using permanent or temporary charging facilities is prohibited.

Other Considerations

Issuing of Residential Permits

Residential Permits are currently issued annually and the process of issuing permits is very resource intensive. Given that more than ninety (90) percent of existing Residential Permits issued are renewed annually, it is recommended that Residential Permits be issued biennially (ie. once every two-years) to lessen the administrative burden on staff and to increase the convenience for citizens. In time, the permit renewal process will also be digitised to make it easier and quicker for citizens to renew their permits via the council's website.

Transferable Residential Parking Permits

Consideration has been given to introducing transferable Residential Permits, which some Councils provide. For example, the City of Burnside provides fully transferable Residential Permits whilst the City of Unley provides transferable Residential Permits in limited circumstances.

The provision of fully transferable residential parking permits would provide households that use Residential Permits with greater flexibility to meet their on-street parking needs. For example, a transferable permit would make it more convenient for citizens in circumstances where, for example, a resident is using a different car for a period of time due to an accident or vehicle servicing or where a house sitter is minding a residential property or where occupants swap vehicles between multiple residential properties or where children reach driving age. Conversely, the use of transferable permits can create an administrative burden as they need to be displayed on vehicle and this does not always occur, as is the case with the current Visitor Permit system used in this City.

When a permit is not correctly displayed, an expiation is issued. In such circumstances, where the person who did not display the permit is eligible for the permit, they will usually appeal the expiation which in turn triggers the need for a review of the expiation, all of which creates an additional administrative burden. This administrative burden would significantly increase if the Residential Permits are changed to transferable permits. In addition, issuing transferable Residential Permits may create the risk of occasional misuse where, for example, a resident could lend or sell their transferable permits to others, including employees of local businesses and this would undermine their intended purpose.

In any event, the Council receives very few requests to change Residential Parking Permits to transferable permits and requests for amended Permits to accommodate vehicle changes where someone's circumstances have changed, are already accommodated.

Having had regard to the pros and cons of issuing transferable Residential Parking Permits, no change to the current fixed nature of the Permits is recommended, other than in respect to the provision of an additional transferable Residential Permit per household, where extenuating circumstances apply, for the reasons set out earlier in this report.

Residential Permit Eligibility Criteria - Demographic Considerations

Consideration was given to expanding the eligibility criteria for Residential Permits to provide greater flexibility for households, based on demographic need, when their circumstances change. For instance, should a household be provided with more than two permits if their circumstances change, such as children living in the household reaching driving age and driving additional vehicle/s.

Domestic and individual life circumstances can change slowly over time or rapidly for many reasons such as illness, extended travel and changes in marital status. Citizens therefore make housing choices to meet their changing needs. Whilst one person or family may be happy to stay in a house with no off-street parking or not enough spaces to service all drivers in the household and or share bedrooms or minimal private open space, another person or family may choose to change their living environment and find larger accommodation that can accommodate their needs or shift to an area where there is less demands for on-street parking. Others will prefer to age in place and others may by choice or due to circumstances out of their control make changes to accommodate illness or disabilities.

Using demographic reasons to support an equity argument only works from the person's perspective that benefits from those arguments. For example, in a street with time restricted parking spaces, if there happens to be eight properties using two Residential Permits at any one time, but for demographic reasons three of those eight households qualify for a third permit using expanded eligibility criteria and use them, then that adds three more drivers vying for the limited supply of time limited on-street parking spaces in that street.

In this example, the demand for those on-street parking spaces could be substantially increased for substantial periods of time by the households who have been provided with additional Residential Permits to meet their changing demographic requirements. In such a scenario, the outcome may be considered equitable from the perspective of the three households who can reap the benefit of parking three additional cars on the street, whereas an occupant of one of the other five households, who may struggle to access an on-street space because of the additional demand for the finite parking spaces would not consider the policy equitable as they would be adversely affected by the flexibility of the policy to accommodate demographic needs.

On balance, it is considered that expanding the Residential Permit eligibility criteria to cater for the changing demographic needs of households does not necessarily result in more equitable outcomes, as is evidenced by the above-mentioned example and no change to accommodate this issue is recommended, other than to allow for the provision of an additional Residential Permit to cater for extenuating circumstances, such as a proven regular medical need. This change is considered to make the policy more flexible without being likely to have a significant impact on on-street parking demand.

Verge Parking

Consideration has been given to allowing verge parking, as this is allowed by some Councils and could in some cases, ease traffic flow, particularly in narrow streets. However, on balance, it is considered that allowing motor vehicles to park on verges would be at odds with Council's accessibility objectives and would in many cases force pedestrians, cyclists and people with mobility issues to walk on the carriageway, which is undesirable. As such, allowing vehicles to be parked on verges is not recommended.

Area-wide Parking Controls

Consideration was given to introducing area-wide parking controls. Such an approach would create consistency in approach and make legibility and application of parking controls easier for all parties to understand and follow in the affected suburb or precinct. However, the downside of introducing area-wide parking controls is that every street within a suburb or precinct has its own unique character and context and demand for on-street parking and the need for parking controls can differ significantly from one street to the next. As such, it is considered that a tailored approach to the management of parking controls be retained.

OPTIONS

The Council can either endorse the proposed changes to the On-street Parking Policy to enable public consultation on the draft document with or without amendments or it can choose not to adopt any of the proposed changes.

CONCLUSION

As indicated throughout this report, the objective of the review and the draft revised Policy, is to achieve a balanced approach to the management of on-street car parking and to address anomalies, ambiguities and unintended consequences in the interpretation and application of the current Policy. As such, the draft Policy has taken a practical approach to these issues as it is most unlikely that the Council (or indeed any Council) can reduce the demand for on-street car parking availability through parking controls and strict application of some aspects of the current Policy would result in unfair, inequitable and unnecessary changes for existing parking permit holders.

The practical role for the Council is to manage the situation and balance the many competing interests – noting that achieving a balance at all times and acceding to everyone's requests and expectations, may not be possible.

If the draft revised Policy is adopted for the purposes of undertaking community consultation, the document will be released for public consultation for six weeks. After the consultation period concludes, the submissions will be reviewed and a further report will then be presented to the Council seeking endorsement of the final version of the revised Policy.

A copy of the current On-Street Parking Policy is contained in Attachment A and a copy of the revised draft On-Street Parking Policy, reflecting the suggested changes discussed in the body of this report, is contained in **Attachment B**.

COMMENTS

Nil

RECOMMENDATION

1. That the draft On-Street Parking Policy, as contained in Attachment B, be endorsed, as suitable for release for public consultation, for a minimum period of six (6) weeks.
 2. The Council notes that a further report will be presented to the Council following consideration of submissions that are received during the consultation period.
-

Cr Sims left the meeting at 7.33pm.
Cr Sims returned to the meeting at 7.35pm.

Cr Mex moved:

1. *That the draft On-Street Parking Policy, as contained in Attachment B, be endorsed, as suitable for release for public consultation, for a minimum period of six (6) weeks.*
2. *The Council notes that a further report will be presented to the Council following consideration of submissions that are received during the consultation period.*

Seconded by Cr Duke and carried unanimously.

11.2 DRAFT MARRYATVILLE PRECINCT MASTER PLAN

REPORT AUTHOR: Manager, Economic Development & Strategy
GENERAL MANAGER: Chief Executive Officer
CONTACT NUMBER: 8366 4509
FILE REFERENCE: qA105957
ATTACHMENTS: A – B

PURPOSE OF REPORT

The purpose of this report is to seek the Council's endorsement to undertake community consultation and engagement on the *Draft Marryatville Precinct Master Plan*, in conjunction with the City of Burnside.

BACKGROUND

At its meeting held on Monday, 17 January 2022, the Council endorsed the following:

1. *That the Council endorses the request to collaborate with the City of Burnside to deliver the Marryatville Precinct Master Plan.*
2. *That the Chief Executive Officer be authorised to write to the Chief Executive Officer of the City of Burnside advising that the City of Norwood Payneham & St Peters agrees to partner with the City of Burnside to deliver the Marryatville Precinct Master Plan.*
3. *That the Council notes that staff will prepare a budget submission for the Marryatville Precinct Master Plan for the Council's consideration as part of the 2022-2023 Budget and Annual Business Plan.*

Subsequently, as part of the 2022-2023 Budget, the Council allocated \$40,000 as its contribution to prepare the Master Plan. The City of Burnside also allocated \$40,000, bringing the total budget for the Project to \$80,000. Following a select tender process, JPE Design Studio was appointed as the lead consultant to deliver the Master Plan.

The intent of preparing the Marryatville Precinct Master Plan is to provide a vision and design framework for the future development and activation of the Marryatville Precinct that is strategic, evidence-based and takes into account community feedback, current and future demographics and emerging trends and community needs.

For the purposes of this Project, the boundary of the Precinct extends along Kensington Road from Maesbury Street at the western extremity to Alpha Street at the eastern extremity and includes a church, the Woolworths supermarket and shopping complex, Marryatville High School, two (2) petrol stations, the Marryatville Hotel, the Regal Theatre, car dealership, cafes and a number of other small businesses. **Figure 1** below, depicts the Master Plan boundaries.

FIGURE 1: MARRYATVILLE PRECINCT MASTER PLAN BOUNDARY



As the first step in the process and to assist in informing the development of the draft Master Plan, the community was engaged to advise on the things that they liked about the Precinct and identify the things that needed improvement. The main areas of concerns were traffic, parking and pedestrian safety. A summary of the results of the engagement is contained in **Attachment A**.

The City of Burnside considered the draft Master Plan at its meeting held on 26 March 2024 and endorsed to release the draft document for community consultation and engagement. It was originally proposed that the consultation and engagement period would conclude on 30 April 2024, however the City of Burnside resolved to extend the consultation period until Friday 17 May 2024, to take into consideration the school holiday period and public holiday that fall within the consultation period. This proposed change in dates has been reflected in this report for the Council's consideration.

RELEVANT STRATEGIC DIRECTIONS & POLICIES

The relevant Objectives and Strategies contained in *CityPlan 2030* are outlined below:

Outcome 1: Social Equity

- **Objective 1.1 – Convenient and accessible services, information and facilities.**
 - Strategy 1.1.3 – Design and provide safe, high-quality facilities and spaces for all people.
- **Objective 1.2 – A people-friendly, integrated and sustainable transport network.**
 - Strategy 1.2.2 – Provide safe and accessible movement for all people.
 - Strategy 1.2.4 – Provide appropriate traffic management to enhance residential amenity.

Outcome 2: Cultural Vitality

- **Objective 2.4 – Pleasant, well designed, and sustainable urban environments.**
 - Strategy 2.4.2 – Encourage sustainable and quality urban design outcomes.
- **Objective 2.5 – Dynamic community life in public spaces and precincts.**
 - Strategy 2.5.1 – Facilitate a mix of land uses and activities in appropriate locations in balance with amenity and character.
 - Strategy 2.5.2 – Create and provide interesting and vibrant public spaces to encourage interaction and gatherings.

Outcome 3: Economic Prosperity

- **Objective 3.2 – Cosmopolitan business precincts contributing to the prosperity of the City.**
 - Strategy 3.2.1 – Retain, enhance and promote the unique character of all our City's business precincts
- **Objective 3.5 – A local economy supporting and supported by its community.**
 - Strategy 3.5.1 – Support opportunities for people to collaborate and interact in business precincts.
 - Strategy 3.5.2 – Retain accessible local shopping and services.

Outcome 4: Environmental Sustainability

- **Objective 4.2 – Sustainable streets and open spaces.**
 - Strategy 4.2.1 – Improve the amenity and safety of streets for all users including reducing the impact of urban heat island effect.
 - Strategy 4.2.5 – Integrate green infrastructure into streetscapes and public spaces.

FINANCIAL AND BUDGET IMPLICATIONS

Both the City of Norwood Payneham & St Peters and the City of Burnside have allocated \$40,000 (i.e. total of \$80,000), to prepare a Master Plan for the Marryatville Precinct. Originally, it was considered that both Councils would contribute 50/50 to the implementation of the Master Plan, however, as was discussed at the most recent joint Elected Member workshop, there is the potential for this to be re-considered given that the majority of the proposed changes in the draft Master Plan occur within the City of Burnside. At this stage, neither Council has allocated any funding to progress the Master Plan to the detailed design stage. This will be considered further in the 2025-2026 financial year budget.

EXTERNAL ECONOMIC IMPLICATIONS

Upgrading the streetscape and improving the pedestrian, traffic and parking conditions along Kensington Road, will assist in increasing the vibrancy and popularity of the Precinct, therefore attracting more people to visit and spend within the Marryatville Precinct. Also, by improving the attractiveness of the Precinct, it will encourage more investment, which will ultimately benefit the local economy.

SOCIAL ISSUES

The changes to the planning policies (through the *Planning, Design & Infrastructure Code*) that encourage increased residential density and mixed-use development have highlighted the need to revitalise activity centres such as the Marryatville Precinct. Whilst at a much smaller scale than The Parade, there is potential to create a sustainable and vibrant mixed-use precinct which offers a greater diversity of housing, shopping, recreation and entertainment. This would provide a more pleasant physical environment and improve traffic and people movement throughout the Precinct, ultimately attracting more people to the Precinct and enhancing the social fabric of Marryatville and the community more generally. Elements within the draft Master Plan seek to address these matters.

CULTURAL ISSUES

One of the objectives of preparing the *Marryatville Precinct Master Plan* is to give the area a 'sense of place'. Many sections of the Marryatville Precinct's public domain are no longer contemporary and upgrading the streetscape will provide a more contemporary and inviting space that will contribute to the vibrancy and popularity of the Precinct as a destination for shopping, entertainment and cultural experiences. Elements of the Draft Master Plan seek to incorporate and celebrate the cultural elements of the area's history.

ENVIRONMENTAL ISSUES

The draft Master Plan will provide a range of improved environmental outcomes, including the planting of over 100 new trees, additional low-level landscaping on the proposed central median strip and sections of the footpaths, and opportunities for Water Sensitive Urban Design treatments to be determined as part of the detailed design.

RESOURCE ISSUES

The *Marryatville Precinct Master Plan* is being managed by staff from the Economic Development & Strategy Unit, in conjunction with Council staff from the City of Burnside.

RISK MANAGEMENT

At this stage there are no significant risks associated with the delivery of the Project. Risks associated directly with the existing condition of the Precinct, including safety and accessibility etc are being addressed, and incorporated into the draft Master Plan, where appropriate. The greatest risk for both Council's is the community's expectations in terms of implementation once the Master Plan is endorsed.

CONSULTATION

- **Elected Members**

Elected Members have participated in two (2) joint workshops to discuss the draft Master Plan. The first joint Elected Member Workshop was held at the City of Burnside on Tuesday, 21 November 2023. The purpose of this first Workshop was to seek the ideas and comments from Elected Members in respect to what elements should be included in the draft Master Plan. The second joint Elected Member Workshop, which was also held at the City of Burnside on Tuesday, 20 February 2024, sought feedback on the draft Master Plan prior to its release for public consultation and engagement. Feedback from the Workshop has been incorporated, where appropriate, in the revised draft Master Plan, which is contained in **Attachment B**.

- **Community**

The first round of consultation and engagement was held between 17 October 2023 and 25 September 2023 and included a community “drop-in” session, which was held on Monday, 18 September 2023 at the Regal Theatre. The purpose of the first round of consultation and engagement was to seek the ideas and opportunities from the community to help inform the development of the draft Master Plan in the first instance. A copy of the Consultation report outlining the results of the consultation is contained in **Attachment A**.

The second round of consultation and engagement on the draft Master Plan, which is the subject of this Report, will commence at 9.00am on Monday, 8 April 2024 and will conclude at 5.00pm on Friday, 17 May 2024. A drop-in session has been scheduled for Monday, 15 April 2024 from 5.00pm to 7.00pm at the Regal Theatre. This session will provide members of the community with the opportunity to ask questions of staff to assist with any feedback they wish to provide. The dates of the proposed consultation reflect the changes endorsed by the City of Burnside at its Council meeting held on Tuesday, 26 March 2024.

The consultation and engagement portal will be managed by the City of Burnside. The City of Norwood Payneham & St Peters is responsible for the preparation of the consultation and engagement material, which will include; social media assets, bin wraps, footpath decals, posters and an A6 postcard drop to all residential and commercial properties within Kensington, Marryatville and Heathpool within the City of Norwood Payneham & St Peters and Leabrook, Kensington Park and Hazelwood Park within the City of Burnside.

Targeted discussions with the Education Department and Marryatville High School and the owners of the Marryatville Shopping Centre will continue, as some of the proposed changes impact their properties directly.

- **Staff**

A range of staff from across the organisation have contributed to the development of the draft Master Plan, as required.

- **Other Agencies**

The Department for Infrastructure and Transport (DIT) and Power Line Environment Committee (PLEC) have both been consulted regarding the draft Master Plan.

DISCUSSION

The draft Master Plan contained in **Attachment B**, sets out the vision and design framework for the Precinct, as well as identify opportunities for improved greening, landscaping, streetscape work, traffic management, and people movement to support the diverse social, business and cultural heritage of the area.

More specifically, it proposes to create a more vibrant streetscape, introduce traffic calming and parking management, and improve people movement to increase visitation.

Once completed the Master Plan will ensure future development is planned, purposeful and complementary and will provide a basis for scheduling works in a financially sustainable manner and for making future funding applications.

The draft Master Plan presents a series of high-level concept plans for the Precinct, broken up into five (5) sections, namely Maesbury Street to Hackett Terrace, Hackett Terrace to High Street, Marryatville Precinct 1, Marryatville Precinct 2, and Marryatville Precinct 3. The key proposed features include:

- two (2) new synchronised signalised intersections to replace the existing signalised pedestrian crossing between Shipsters Road and Tusmore Avenue, improving the connectivity and safety of the two (2) roads;
- two (2) lanes of east bound traffic reduced to one (1) from High Street onwards (with various right turn lanes incorporated at turning opportunities);
- widened footpaths on the northern side of Kensington Road between High Street, Kensington and May Terrace, Kensington Park;
- numerous areas of landscaping, vegetation and the planting of over 100 additional trees;
- potential for a road surface treatment, mimicking the pavers between Dudley Road, Marryatville and May Terrace, Kensington Park;
- changing of Uxbridge Road, Kensington Park to one-way;
- reducing the speed limit to 40km/h zone between High Street, Kensington and May Terrace, Kensington Park;
- undergrounding of powerlines from west of High Street, Kensington to east of May Terrace, Kensington Park; and
- the opportunity for safety improvements to the pedestrian environment in front of the Marryatville High School through the widening of the footpath to address the recent incidents that have occurred.

Representatives of both Councils have met with representatives from the Marryatville High School to gauge the school's interest in relocating their current fence line to allow for a wider footpath and safety elements to be implemented at the front of the school (along Kensington Road). The school administration and the Department for Education (as the landowner) have both expressed initial support for this proposal. This matter is being tabled at the school's next Governing Council meeting, for further consideration and endorsement.

Representatives of both Councils have also met with the Power Lines Environment Committee (PLEC) to discuss the opportunities for undergrounding powerlines between High Street and May Street. PLEC has indicated that this is possible, however the current waiting period for a project of this nature is approximately 18-24 months from the point of time in which it is approved. Given the length of the undergrounding overlaps both Council boundaries, both Councils will need to endorse the proposal to ensure a more cost-effective outcome. Undergrounding the powerlines will provide additional space for landscaping and tree planting. It should be noted that in respect to undergrounding powerline infrastructure, as this infrastructure is not owned by the Council, the cost associated with undergrounding the powerline infrastructure cannot be capitalised.

OPTIONS

The Council has three (3) options available in respect to progressing this project. The Council can endorse the *Draft Marryatville Precinct Master Plan* as being suitable to release for community consultation and engagement for the period of 40 days as outlined in this report. This is the **recommended** option.

Alternatively, the Council can endorse not to support the *Draft Marryatville Precinct Master Plan* as being suitable for release for community consultation and engagement, or that the Master Plan be altered prior to being released for community consultation and engagement. Neither of these two (2) options are recommended.

Given that the draft Master Plan has been developed based on the comments that have been received through the first round of consultation and engagement, releasing it in its current form will enable both Councils to test the concept with the community and determine whether it reflects their aspirations for the Precinct.

CONCLUSION

Following the community consultation and engagement period, all comments that are received will be considered and any necessary amendments will be made to the draft Master Plan. The final draft Master Plan will then be presented to both Councils at their respective Council meetings. At this stage it is anticipated that the final Master Plan will be presented to the Council at its August 2024 meeting. Proceeding to detailed design and construction of the Master Plan will be subject to future budget approvals, resources and grant funding opportunities by both Councils.

COMMENTS

Whilst Council boundaries do exist for governance purposes, the community does not see these boundaries, which highlights the importance of undertaking an integrated approach to strategic planning in precincts such as Marryatville. Notwithstanding that this Project has been initiated by the City of Burnside and is far more a priority for the City of Burnside than it is for the City of Norwood Payneham & St Peters at this point in time, undertaking a more strategic approach to the master planning of the public realm is logical and will deliver far greater benefits to the communities in both Council areas.

RECOMMENDATION

1. That the *Draft Marryatville Precinct Master Plan* be endorsed as being suitable to release for community consultation and engagement for a period of 40 days commencing on Monday, 8 April 2024 and concluding on Friday, 17 May 2024.
 2. That the Chief Executive Officer be authorised to make any minor amendments to the *Draft Marryatville Precinct Master Plan* resulting from consideration of this report and as necessary to finalise the document in a form suitable for release for community consultation and engagement.
-

Cr Robinson left the meeting at 7.57pm.
Cr Robinson returned to the meeting at 7.59pm.

Cr Mex moved:

1. *That the Draft Marryatville Precinct Master Plan be endorsed as being suitable to release for community consultation and engagement for a period of 40 days commencing on Monday, 8 April 2024 and concluding on Friday, 17 May 2024.*
2. *That the Chief Executive Officer be authorised to make any minor amendments to the Draft Marryatville Precinct Master Plan resulting from consideration of this report and as necessary to finalise the document in a form suitable for release for community consultation and engagement.*

Seconded by Cr Callisto and carried.

Section 2 – Corporate & Finance

Reports

11.3 2023-2024 THIRD BUDGET REVIEW

REPORT AUTHOR: Finance Business Partner
GENERAL MANAGER: Chief Executive Officer
CONTACT NUMBER: 8366 4539
FILE REFERENCE:
ATTACHMENTS: A - C

PURPOSE OF REPORT

The purpose of this report is to provide the Council with a summary of the forecast Budget position for the year ended 30 June 2024, following the Third Budget Review. The forecast is based on the year-to-date February 2024 results.

BACKGROUND

Pursuant to Section 123 (13) of the *Local Government Act 1999*, the Council must, as required by the Regulations reconsider its annual business plan or its budget during the course of a financial year and, if necessary or appropriate, make any revisions.

The Budget Reporting Framework set out in Regulation 9 of the *Local Government (Financial Management) Regulations 2011* (“the Regulations”) comprises two (2) types of reports, namely:

1. the Budget Update; and
2. the Mid-year Budget Review.

1. Budget Update

The Budget Update Report sets out the revised forecast of the Council’s Operating and Capital investment activities, compared with the estimates for those activities as set out in the Adopted Budget. The Budget Update is required to be presented in a manner consistent with the note in the Model Financial Statements titled *Uniform Presentation of Finances*.

The Budget Update Report must be considered by the Council at least twice per year between 30 September and 31 May (both dates inclusive) in the relevant financial year, with at least one (1) Budget Update Report being considered by the Council prior to consideration of the Mid-Year Budget Review Report.

The Regulations require a Budget Update Report to include a revised forecast of the Council’s Operating and Capital investment activities compared with estimates as set out in the Adopted Budget, however the Local Government Association of South Australia has recommended that the Budget Update Report should also include at a summary level the following:

- the year-to- date result;
- any variances sought to the Adopted Budget or the most recent Revised Budget for the financial year; and
- a revised end of year forecast for the financial year.

2. Mid-Year Review

The Mid-Year Budget Review must be considered by the Council between 30 November and 15 March (inclusive) in the relevant financial year. The Mid-Year Budget Review Report sets out a revised forecast of each item shown in its Budgeted Financial Statements, compared with estimates set out in the Adopted Budget presented in a manner consistent with the Model Financial Statements. The Mid-Year Budget Review Report must also include revised forecasts for the relevant financial year of the Council’s Operating Surplus Ratio, Net Financial Liabilities Ratio and Asset Sustainability Ratio compared with estimates set out in the budget presented in a manner consistent with the note in the Model Financial Statements entitled *Financial Indicators*.

The Mid-year Budget Review is a comprehensive review of the Council's Budget and includes the four principal financial statements, as required by the Model Financial Statement, detailing the following:

- the year-to-date result;
- any variances sought to the Adopted Budget; and
- a revised full year forecast of each item in the budgeted financial statements compared with estimates set out in the Adopted Budget.

The Mid-year Budget Review Report should also include information detailing the revised forecasts of financial indicators, compared with targets established in the Adopted Budget and a summary report of operating and capital activities consistent with the note in the Model Financial Statements entitled *Uniform Presentation of Finances*.

RELEVANT STRATEGIC DIRECTIONS & POLICIES

Not Applicable.

FINANCIAL AND BUDGET IMPLICATIONS

The Third Budget Review provides the opportunity to reflect and make any changes in projections, based on the actual year-to-date results to February 2024 and forecast the 2023-2024 Operating result.

Details of material movements in the forecast from the Adopted Budget, are contained in the Discussion section of this Report.

EXTERNAL ECONOMIC IMPLICATIONS

This report provides information on the planned financial performance of the Council for the year ended 30 June 2024 and has no direct external economic impacts.

SOCIAL ISSUES

Not Applicable.

CULTURAL ISSUES

Not Applicable.

ENVIRONMENTAL ISSUES

Not Applicable.

RESOURCE ISSUES

There are no resource implications arising from this report.

RISK MANAGEMENT

There are no risk management issues arising from this issue. All documents have been prepared in accordance with the statutory requirements.

CONSULTATION

- **Elected Members**

The Council considered the First Budget Update and the Mid-year Budget review at its meetings held on 4 December 2023 and 5 February 2024, respectively.

- **Community**

Not Applicable.

- **Staff**

Responsible Officers and General Managers.

- **Other Agencies**

Not Applicable.

DISCUSSION

Budget Review

In determining the Adopted Operating Surplus, the Council considers the financial resources which are required to provide the ongoing services, programs and facilities (Recurrent Operating Budget), which encompass the basic responsibilities, which the Council is required to provide under the *Local Government Act* and other relevant legislation, plus ongoing services and programs as a result of community needs and expectations.

Such on-going services include regulatory services, such as animal management and parking management, street cleaning and rubbish collection, maintenance of basic infrastructure including roads, footpaths, parks, public open space, street lighting and storm-water drainage, development planning and control, library and learning services, community support programs, environmental programs, community events, community recreational facilities and home assistance service.

In addition, the Council considers the funding requirements associated with the introduction of new services or the enhancement to existing services (Operating Projects).

The 2023-2024 Adopted Operating Budget projected an Operating Surplus of \$1,386,997. At the Council meeting held on 5 February 2024, the Council endorsed the Mid-Year Budget Update, which reported a forecast Operating Surplus of \$175,376.

Following the Third Budget Review, the Operating Surplus is forecasted to increase to \$1,095,960.

The material movements in the components that make up the Operating Surplus following the Third Budget Review detailed below.

A. Recurrent Operating Budget changes to the Adopted Budget – surplus increase (\$565,584)

The Council adopted a 2023-2024 Recurrent Operating Budget Surplus of \$2.976 million. In the First Budget Update, this budget remained unchanged. As a result of the Mid-Year Budget Update, the Recurrent Operating Surplus reduced by \$360,000 to \$2.616 million.

Following the Third Budget Review, the Recurrent Operating Surplus is forecast to increase by \$925,584 from the Mid-Year Update, resulting in a Recurrent Operating Surplus of \$3.541 million.

TABLE 1: MAJOR VARIANCES IN RECURRING BUDGET – THIRD BUDGET REVIEW

| | Increase/ (Decrease) \$ |
|---|-------------------------------|
| As part of the External Audit for the 2022-2023 financial year, the Council's External Auditor (Galpins) identified that amounts in the Balance Sheet relating to the following Trust Funds dating back to previous years should be recognised in the Profit & Loss statement: | 311,656 |
| <ul style="list-style-type: none"> • New Tree Legislation Fund: \$18,349 • Open Space Trust Fund: \$293,307 | |
| The effect of this will be an increase in Other Income during the current year. | |
| Local Government Enterprise Employees Agreement (LGE) wage increase effective from 1 November 2023 to 30 June 2024 (as previously reported to the Council). | 153,256 |
| Reduction in Employee costs for Economic Development Coordinator, Payroll Specialist (first half of the financial year) and the Corporate Planner positions due to delays in recruitment and sourcing candidates. While the Payroll Specialist role has now been filled, recruitment for the other roles will commence shortly. | (322,791) |
| <i>Local Roads and Community Infrastructure Program</i> (LRCI grant). Reallocation of grant funding from Capital Budget to Operational Budget, as per treatment in the previous year Audited Financial Statements. | 444,393 |

B. Operating Projects Budget changes to the Adopted Budget – Surplus decrease of \$856,621

The Adopted Budget includes an estimate of Operating Project expenditure for the year under review and the following changes:

- previously approved First Budget Review which included carried forward projects from 2022-2023, as well as an additional funding requests;
- previously approved additional funding requests in Second Budget Review; and
- identified reductions for 2023-2024 approved projects proposed in the Third Budget Review.

The 2023-2024 Adopted Budget that was endorsed by the Council, included a total expenditure on Operating Projects of \$1.299 million. As a result of the First Budget Update, the total forecast expenditure on Operating Projects increased to \$2.150 million, as a result of Additional Budget requests of \$255,000 and Carry Forwards totalling \$596,621 from the 2022-2023 Financial Year. No changes have been made to the Operating Projects Budget as part of the Mid-Year Budget Update.

Following the Third Budget Review the cost of Operating Projects is forecast to increase to \$2.155 million. The major reasons for the variances in Operating Projects are detailed in Table 2.

TABLE 2: MAJOR VARIANCES IN OPERATING BUDGET – THIRD BUDGET REVIEW

| Operating Projects | Increase/ (Decrease) \$ |
|--|-------------------------------|
| Re-allocation of the funds from the <i>Electronic Document Management System</i> (Capital Project) to the purchase of the <i>HR Information System</i> . | 50,000 |
| <i>Installation of Age Friendly Wayfinding</i> will not be undertaken as originally scoped as better way finding signage is being investigated as part of the Eastern Regional Public Health Plan. | (20,000) |
| <i>The Resilient East Project</i> budget has been adjusted based on current expenditure. | (10,000) |
| <i>Tree Management Policy & Strategy</i> - This Strategy has been completed and adopted by the Council and any remaining work will be undertaken within existing resources. | (10,000) |
| Reduction in the <i>Corporate Uniforms</i> project due to fewer new uniforms being required than anticipated. Carried forward. | (5,000) |

In reviewing the progress of the endorsed Operating Projects, the projects that may be carried forward into the next financial year are details in Table 3. Total value of carry forward budget required will be confirmed at year end validation.

TABLE 3: OPERATING BUDGETS LIKELY TO BE CARRIED FORWARD TO 2024-2025

| Operating Projects |
|--|
| Review of the <i>Dog & Cat Management Plan</i> will commence in July 2024 due to other priorities and workload and hence the funds will be carried over to next financial year. |
| <i>Installation of the Signalised Pedestrian Activated Crossing on Magill Road</i> is anticipated to be carried over to next financial year due to delays in receiving approval from the Department of Infrastructure and Transport (DIT). |
| <i>Purchase of the HR Information System</i> has commenced and an assessment of vendor software is progressing but is anticipated to carry over into next financial year. |
| <i>Works associated with the Introduction of 40kph speed limit in Glynde, Payneham, Firle, Trinity Gardens & St Morris</i> is anticipated to carry over to next financial year (2024-2025) due to delays in receiving approvals from the Department of Infrastructure and Transport (DIT). |
| <i>The Heritage Protection Opportunities Project</i> has commenced and it is anticipated that part of the budget may need to be carried over into the next financial year. |

A status report on the Operating Projects is contained in **Attachment A**.

C. Capital Projects Budget changes to the Adopted Budget - \$10,491,493

As part of the 2023-2024 Budget, the Council endorsed the Adopted Budget for Capital Projects totalling \$43.736 million. As part of the First Budget Update, the total forecast expenditure on Capital Projects increased to \$55.326 million, due to inclusion of a new Capital Project for the installation of transformer and associated works at Norwood Oval of \$811,925 and Carry Forwards from the 2022-2023 Financial Year of \$10.778 million. In the Mid-Year update, Council reduced the Capital Project expenditure to \$46.183 million, as a result of reductions in Carry Forwards from 2022-2023 that were over-stated by \$4.578 million and Capital Projects that were rescheduled to be undertaken in future years of \$4.925 million which was partially offset by Additional funds (\$360,000) requested to complete existing Capital projects.

Following the Third Budget Review, the Capital Expenditure is forecasted to increase by \$8,045 million. The major reasons for the movement in Capital budget are detailed in Table 4.

TABLE 4: MAJOR VARIANCES IN CAPITAL BUDGET – THIRD BUDGET REVIEW

| Capital Projects | Increase/ (Decrease) \$ |
|---|-------------------------------|
| Additional funding for the <i>Burchell Reserve Upgrade Project</i> due to changes to reflect construction issues and management of soil contamination. | 400,000 |
| <i>Payneham Memorial Swimming Centre Upgrade Project</i> expenditure timeline has been amended following appointment of a main contractor and the endorsed works schedule/cash flow. | 5,525,302 |
| <i>Electronic Document Management System</i> project was completed internally by staff, which has allowed funds to be re-allocated towards purchase of the HR System. | (50,000) |
| <i>Capital Works Program - Recreation & Open Space Infrastructure Works</i> due to the Cruickshank Reserve Tennis Court Renewal Project not being undertaken in 2023-2024 as negotiations with the Council have not been completed. Preparation of concept design will commence in the current financial year and a funding request for funds to undertake re-construction of the Tennis Courts, will be submitted once negotiations with the Club have been completed. | (500,000) |
| <i>Master Plan Concept Design for the Norwood Swimming Centre.</i> This Project has been placed on hold and funds will be re-budgeted when required. | (15,000) |
| <i>Local Roads and Community Infrastructure Program (LRCI Grant).</i> Re-allocation of grant funding from the Capital Budget to the Operational Budget, as per treatment in the previous year Audited Financial Statements. | (444,393) |
| The budgeted grant income which the Council is receiving from the State Government for the <i>Payneham Memorial Swimming Centre</i> , is reduced by \$560,000 to \$2,800,000, as the Council received the first grant payment of \$560,000 from the State Government in March 2024. It is forecast that the Council will receive \$2,240,000 during the 2024-2025 Financial Year as the construction of the new facility progresses. Construction of the new Payneham Memorial Swimming Centre commenced in February 2024. | (2,240,000) |

In reviewing the progress of the endorsed Capital Projects, the projects that are likely to be carried forward into the next financial year are detailed in Table 5. The total value of carry forward budget will be confirmed at year end.

TABLE 5: CAPITAL BUDGETS LIKELY TO BE CARRIED FORWARD TO 2024-2025

Capital Projects

Remaining budget for **Meeting Rooms Upgrade** is anticipated to be spent next financial year due to delays in renovations of the Norwood Town Hall ground level meeting rooms.

George Street Upgrade Project and George Street Stormwater Upgrade Project anticipated to carry forward due to ongoing discussions with a property owner.

Payneham Memorial Swimming Centre Upgrade carry forward may be requested due to the construction schedule. This is essentially a timing issue.

Private Laneways Conversion carry forward as this project is anticipated to start from April 2024 and finalised in July 2024.

Finalisation of Design Documentation of The Parade Master Plan will be carried forward into the next financial year. This is due to the detail design documentation for the George Street Upgrade Project (which forms part of The Parade Master Plan) being a priority.

Standby Power for St Peters Library budget may be carried forward as a cloud-based solution is currently being investigated instead of installing generator stand-by power.

A status report on the endorsed Capital Projects is contained in **Attachment B**.

Regulation 9 (1) (a) of the Regulations states the Council must consider:

“at least twice, between 30 September and 31 May (both dates inclusive) in the relevant financial year (where at least 1 report must be considered before the consideration of the report under subregulation (1)(b), and at least 1 report must be considered after consideration of the report under subregulation (1)(b))—a report showing a revised forecast of its operating and capital investment activities for the relevant financial year compared with the estimates for those activities set out in the budget presented in a manner consistent with the note in the Model Financial Statements entitled Uniform Presentation of Finances.”

The revised, as a result of the Third Budget Update, Budgeted Financial Statement entitled Uniform Presentation of Finances is included in **Attachment C**.

OPTIONS

The Council has the following options in respect to this issue:

1. Adopt the Third Budget Review as recommended; or
2. Amend the Third Budget Review as it sees fit

The Third Budget Review is forecasting an Operating Surplus in line with the Adopted Budget. Therefore Option 1 is recommended.

CONCLUSION

Nil

COMMENTS

Nil

RECOMMENDATION

1. That the Third Budget Update Report be received and noted.
 2. That project progress report contained in **Attachment A**, be received and noted.
 3. That project progress report contained in **Attachment B**, be received and noted.
 4. That Pursuant to Regulation 9 (1) (a) of the Local Government (Financial Management) Regulations 2011, Budgeted Financial Statement as contained within **Attachment C**, be adopted.
-

Cr Granozio left the meeting at 8.14pm.
Cr Granozio returned to the meeting at 8.16pm.
Cr McFarlane left the meeting at 8.19pm.
Cr McFarlane returned to the meeting at 8.20pm.

Cr Duke moved:

1. *That the Third Budget Update Report be received and noted.*
2. *That project progress report contained in Attachment A, be received and noted.*
3. *That project progress report contained in Attachment B, be received and noted.*
4. *That Pursuant to Regulation 9 (1) (a) of the Local Government (Financial Management) Regulations 2011, Budgeted Financial Statement as contained within Attachment C, be adopted.*

Seconded by Cr Granozio and carried unanimously.

**Section 3 – Governance & General
Reports**

[No Items listed under this Section]

12. ADOPTION OF COMMITTEE MINUTES

REPORT AUTHOR: General Manager, Governance & Civic Affairs
GENERAL MANAGER: Chief Executive Officer
CONTACT NUMBER: 8366 4549
FILE REFERENCE: Not Applicable
ATTACHMENTS: A - B

PURPOSE OF REPORT

The purpose of the report is to present to the Council the Minutes of the following Committee Meetings for the Council's consideration and adoption of the recommendations contained within the Minutes:

- Audit & Risk Committee – (7 March 2024)
(A copy of the Minutes of the Audit & Risk Committee meeting is contained within **Attachment A**)
- Business & Economic Development Advisory Committee – (12 March 2024)
(A copy of the Minutes of the Business & Economic Development Advisory Committee meeting is contained within **Attachment B**)

Cr Callisto left the meeting at 8.26pm.

ADOPTION OF COMMITTEE MINUTES

- **Audit & Risk Committee**

Cr Granozio moved that the Minutes of the meeting of the Audit & Risk Committee held on 7 March 2024, be received and that the resolutions set out therein as recommendations to the Council are adopted as decisions of the Council. Seconded by Cr Whittington and carried unanimously.

Cr Callisto returned to the meeting at 8.29pm.

Cr Whittington left the meeting at 8.29pm.

- **Business & Economic Development Advisory Committee**

Cr Duke moved that the Minutes of the meeting of the Business & Economic Development Advisory Committee held on 12 March 2024, be received and that the resolutions set out therein as recommendations to the Council are adopted as decisions of the Council. Seconded by Cr Piggott and carried unanimously.

13. OTHER BUSINESS
(Of an urgent nature only)

14. CONFIDENTIAL REPORTS

14.1 COUNCIL RELATED MATTER

RECOMMENDATION 1

That pursuant to Section 90(2) and (3) of the *Local Government Act, 1999* the Council orders that the public, with the exception of the Council staff present, be excluded from the meeting on the basis that the Council will receive, discuss and consider:

- (m) information relating to a proposal to prepare or amend a designated instrument under Part 5 Division 2 of the *Planning, Development and Infrastructure Act 2016* before the draft instrument or amendment is released for public consultation under that Act;

and the Council is satisfied that, the principle that the meeting should be conducted in a place open to the public, has been outweighed by the need to keep the consideration of the information confidential.

RECOMMENDATION 2

Under Section 91(7) and (9) of the *Local Government Act 1999* the Council orders that the report, discussion and minutes be kept confidential until the proposed amendment is released for the purpose of public consultation.

Cr Robinson moved:

That pursuant to Section 90(2) and (3) of the Local Government Act, 1999 the Council orders that the public, with the exception of the Council staff present [Chief Executive Officer, General Manager, Urban Planning & Environment, Chief Financial Officer, General Manager, Infrastructure & Major Projects, General Manager, Community Development, Manager, Development & Regulatory Services, Manager, Urban Planning & Sustainability, Senior Urban Planner and Executive Assistant, Governance & Civic Affairs], be excluded from the meeting on the basis that the Council will receive, discuss and consider:

- (m) information relating to a proposal to prepare or amend a designated instrument under Part 5 Division 2 of the Planning, Development and Infrastructure Act 2016 before the draft instrument or amendment is released for public consultation under that Act;*

and the Council is satisfied that, the principle that the meeting should be conducted in a place open to the public, has been outweighed by the need to keep the consideration of the information confidential.

Seconded by Cr Holfeld and carried unanimously.

Cr Whittington returned to the meeting at 8.31pm.

Cr Duke moved:

Under Section 91(7) and (9) of the Local Government Act 1999 the Council orders that the report, discussion and minutes be kept confidential until the proposed amendment is released for the purpose of public consultation.

Seconded by Cr Holfeld and carried unanimously.

14.2 COUNCIL ASSESSMENT PANEL – APPOINTMENT OF MEMBERS

RECOMMENDATION 1

That pursuant to Sections 90(2) and (3) of the *Local Government Act 1999*, the Council orders that the public, with the exception of the Council staff present, be excluded from the meeting on the basis that the Council will receive, discuss and consider:

- (a) Information the disclosure of which would involve the unreasonable disclosure of information concerning the personal affairs of any person (living or dead);

and the Council is satisfied that the principle that the meeting should be conducted in a place open to the public has been outweighed by the need to keep the receipt / discussion / consideration of the information confidential.

RECOMMENDATION 2

Under Section 91(7) and (9) of the *Local Government Act 1999*, the Council orders that the report and attachments be kept confidential for a period not exceeding five (5) years and that this order be reviewed every twelve (12) months.

Under Section 91(7) and (9) of the *Local Government Act 1999*, the Council orders that the discussion and minutes be kept confidential until the announcement of the appointments is made.

Cr Knoblauch moved:

That pursuant to Sections 90(2) and (3) of the Local Government Act 1999, the Council orders that the public, with the exception of the Council staff present [Chief Executive Officer, General Manager, Urban Planning & Environment, Chief Financial Officer, General Manager, Infrastructure & Major Projects, General Manager, Community Development, Manager, Development & Regulatory Services, Manager, Urban Planning & Sustainability, Senior Urban Planner and Executive Assistant, Governance & Civic Affairs], be excluded from the meeting on the basis that the Council will receive, discuss and consider:

- (a) Information the disclosure of which would involve the unreasonable disclosure of information concerning the personal affairs of any person (living or dead);*

and the Council is satisfied that the principle that the meeting should be conducted in a place open to the public has been outweighed by the need to keep the receipt / discussion / consideration of the information confidential.

Seconded by Cr Duke and carried unanimously.

Cr Sims left the meeting at 8.42pm.
Cr Robinson left the meeting at 8.44pm.
Cr Sims returned to the meeting at 8.45pm.
Cr Robinson returned to the meeting at 8.46pm.

Cr Duke moved:

Under Section 91(7) and (9) of the Local Government Act 1999, the Council orders that the report and attachments be kept confidential for a period not exceeding five (5) years and that this order be reviewed every twelve (12) months.

Under Section 91(7) and (9) of the Local Government Act 1999, the Council orders that the discussion and minutes be kept confidential until the announcement of the appointments is made.

Seconded by Cr Knoblauch and carried unanimously.

15. CLOSURE

There being no further business, the Mayor declared the meeting closed at 9.16pm.

Mayor Robert Bria

Minutes Confirmed on _____
(date)