NOTICE IS HEREBY GIVEN in accordance with the Local Government Act 1999, that a meeting of the

Ordinary Council

of the

District Council of Mallala

will be held in the Council Chambers,
Redbanks Road, Mallala

on

Monday 26 August 2013
at 7.00pm

For further information in relation to this meeting please contact Customer Service on 8527 0200.
THE ORDINARY MEETING OF THE DISTRICT COUNCIL OF MALLALA WILL BE HELD IN THE COUNCIL CHAMBERS, REDBANKS ROAD, MALLALA ON MONDAY 26 AUGUST, COMMENCING AT 7:00PM

Charles Mansueto
CHIEF EXECUTIVE OFFICER

AGENDA

1. ATTENDANCE
1.1 Present
1.2 Councillors Apologies
1.3 Councillors Absent

2. CONFIRMATION OF MINUTES
2.1 Ordinary Council Meeting held on 22 July 2013 (MB Folios 12648 to 12656, inclusive).
2.2 Special Council Meeting held on 5 August 2013 (MB Folios 12657 to 12659, inclusive).

3. BUSINESS ARISING

4. OPEN FORUM
4.1 Speakers
4.1.1 Anita Crisp - Central Local Government Region (2012-13 Achievements)

5. MAYOR’S REPORT
5.1 Activities and Meetings attended

6. COMMITTEES AND SUBSIDIARIES REPORTS
6.1 Committee and Advisory Committee Reports
    6.1.1 Environmental Management Advisory Committee – 5 August 2013 (CON12/1101)
    6.1.2 Council Development Assessment Panel - 6 August 2013 (CON12/218)
    6.1.3 Community Development and Advisory Committee – 8 August 2013 (CON12/1100)
    6.1.4 Facilities and Infrastructure Advisory Committee – 12 August 2013 (CON12/1102)
6.2 Recommendations from Committees
    Nil
6.3  Associated Organisations
6.3.1  Central Local Government Region – 9 August 2013 (CON12/582)

7.  ITEMS WHICH NOTICE HAS BEEN GIVEN
7.1  Questions on Notice
7.1.1  Alleged Asbestos Dumping on Port Wakefield Road – Cr Jones (CON12/537)
7.1.2  Light Beach Road Closure – Cr Jones (CON12/537)
7.2  Notice of Motion
     Nil

8.  QUESTIONS WHICH NOTICE HAS NOT BEEN GIVEN
    Rules from Local Government Act Regulations:-
    * Questions and replies are not entered in the minute book unless expressly required by resolution.
    * No debate shall be allowed on any question or reply to any question.

9.  PETITIONS
    Nil

10. DEPUTATIONS
    Nil

11. STRATEGIC INFRASTRUCTURE AND PLANNING COMMITTEE
11.6  Strategic Projects
11.6.1  Strategic Directions Report Feedback (CON12/255)
11.6.2  Expert Panel on Planning Reform – Regional Workshops (CON12/1197)
11.6.3  Strategic Projects Activity Report (CON12/214)
11.6.4  Development Plan Amendment Activity Report (CON12/1191)
11.7  Planning and Building
11.7.1  Planning and Building Activity (CON12/233)
11.8  Regulatory Services
11.8.1  Regulatory Services Activity (CON12/214)
11.9  Infrastructure Services
11.9.1  Infrastructure Services Activity Report, (CON12/1191)
11.10 Economic Development

Nil

12. STRATEGIC COMMUNITY AND GOVERNANCE COMMITTEE

12.6 Finance

12.6.1 Finance Report (CON12/1198)

12.7 Property

Nil

12.8 Corporate Management


12.9 Corporate Governance

12.9.1 Cemeteries Policy (CON12/570)

12.9.2 Facilities and Infrastructure Advisory Committee Expression of Interest Application (CON12/1102)

12.9.3 Draft Internal Communications Policy (CON12/570)

12.9.4 Draft Kaurna Indigenous Land Use Agreement (CON12/954)

12.10 Community Services

Nil

13. NEW BUSINESS

13.1 Dublin Oval Stage 2 Irrigation Project (CON12/1100)

13.2 Submission to AMLRNRM Board - Adelaide and Mount Lofty Ranges Natural Resources Management Plan (CON12/313)

13.3 Coastal Settlements Adaptation Study – Community Engagement Strategy (CON12/337)

13.4 Coastal Settlements Adaptation Study – Draft State of Play (CON12/337)

13.5 Amendments to the Capital Road Works Program 2013/2014 (CON12/1197)

13.6 Elector Representation Review (CON12/520)

13.7 Illegal Use of Motor Vehicles (CON886)

14. URGENT BUSINESS

15. CONFIDENTIAL ITEMS

15.1 Asbestos Concerns – Confidential (CON12/340)

16. CLOSURE
2. CONFIRMATION OF MINUTES

MONDAY 26 AUGUST 2013

Items:

2.1 Ordinary Council Meeting held on 22 July 2013 (MB Folios 12648 to 12656, inclusive).
2.2 Special Council Meeting held on 5 August 2013 (MB Folios 12657 to 12659, inclusive).
4. OPEN FORUM

MONDAY 26 AUGUST 2013

Items:

4.1 Anita Crisp - Central Local Government Region
Achievements for 2012 - 2013

Local Government Leadership & Sustainability
• Allocation of $320,000 CLGR reserve funds towards Council collaborations and shared services
• Funding for LGA Outreach Officer – additional research and project support for Councils
• Hosted combined Central and Eyre Peninsula Region election strategy forum
• Hosted attendance by Local Government Minister to quarterly meetings of Central Region
• Submission and hosted regional workshop by Local Government Excellence Expert Panel
• Quarterly updates by Local Government Association (LGA) and Office of State/Local Govt Relations
• Ongoing communications with LGA and Office of Local Government staff as required
• Workshop with LGA and Local Government Risk Services regarding program rollout
• Convened Council Chief Executive Officer forums
• Coordination of Central Zone appointments to LGA State Executive Committee
• Regional representation at SA Regional Organisation of Councils (SAROC) and LGA State Executive meetings
• Attendance at state and national local government conferences and forums
• Communication with regional SAROC Executive Officers on key issues as required
• Participation of relevant regional agencies and bodies on Central Region committees and at workshops and forums as appropriate
• Member of Parliament briefings as required
• Monthly newsletter prepared and distributed
• Regular ABC local radio and newspaper media coverage of Central Region projects and events
• Central Region website updated

Regional Identity, Planning & Cohesion
• Convened Regional Strategic Alliance meetings with Northern & Yorke Natural Resources Management Board (NRM) and Regional Development Australia Yorke and Mid North (RDA)
• Hosted Yorke/Mid North Annual Planning Review Forum in Wallaroo with NRM and RDA
• Secured funding and officer support for annual planning forums from State Government
• Convened workshop with Dept Planning on update of the Mid North and Yorke Planning Strategy
• Submission to State Government’s Draft Regional Statement
• Submission and presentation to Parliamentary Select Committee on Sustainable Farming Practices
• Participation in Upper Spencer Gulf Stakeholder Working Group
• Convened update briefings of RDA and NRM to Central Region meetings
• Convened Regional Government Coordination Network
• Continued Central Region office co-location with Regional Department of Transport, Crystal Brook

Waste Management
• Funding secured from Zero Waste SA to engage Regional Waste Coordinator for 2 years
• Regional waste management committee operational
• Convened regional waste management forum
• Supported investigation into future options for Everard regional landfill site
• Ongoing liaison with national e-waste recycling program, ZWSA, LGA and Councils regarding e-waste
• Liaison with EPA regarding Illegal Dumping unit
• Support to Councils regarding waste management issues – green and hazardous waste, tyres

Transport
• Convened Central Region Transport Committee, including participation by DTEI and RDA
• Assessment, inspection and regional submission to Special Local Roads program
• Commitment towards development of Regional Transport Strategy with Regional Development Australia
• Collate projects for consideration under federal ‘Heavy Vehicle Safety and Productivity Program’
• Coordinated working group input to review of Local Government Disaster Fund arrangements
• Completed flood remediation research and development project
• Guest presenter at Local Government Roads Conference, Victor Harbor
Environment and Natural Resources
• Convened meetings of Regional Coastal Councils Network
• Ongoing delivery of Regional Coastcare with Australian Government funding support
• Local Government representative attendance at Regional NRM Board meetings
• Participation in NRM Conservation Action Planning, Biodiversity fund and statewide NRM Integration workshops
• Briefing to Environment Minister, Paul Caica on topical issues
• Participation in regional Native Vegetation Council forum
• Attended Commonwealth Government 'Regional Sustainability Planning' workshop

Water Resources
• Continued funding of Technical Officer (Water) for access by Central Region Councils
• Support for development of business cases and funding submissions for water projects
• Report to SAROC and through LG Turf and Irrigation Working Group on water charges for sporting and community groups
• Convened regional briefings by Essential Services Commission on regulation of council CWMS schemes
• Submission to ESCOSA highlighting resourcing implications for rural Councils in reporting requirements under the Water Industry Act

Climate Change and Emergency Management
• Funding for regional climate change coordinator to work across local govt, regional development & NRM
• Presentation of Regional Climate Change report to various regional, state and national forums
• Funding secured for concept and feasibility for regional sustainability centre
• University partnership for development of a regional 'low carbon' investment strategy
• Liaison with Government for high resolution Digital Elevation Modelling for the region's coastline
• Participation on LGA Climate Change Steering Committee
• Regional submission to the Local Government Disaster Fund review
• Coordinated LG representation to Yorke/Mid North Zone Emergency Management committees (ZEMC)
• Convened Central Region Council delegation to meet with Hon Paul Holloway – Review of Fire and Emergency Services Act
• Attendance at statewide Climate Change Sector Agreement forum in Adelaide

Windfarm Development
• Regional Windfarm Liaison Officer funding through State Government
• Regional windfarm project steering committee active, including Councils, NRM and RDA
• Draft Council notice of motion to Australian LGA seeking national approach to windfarm planning
• Workshop session convened by Regional Development Australia with Councils, NRM board, Clean Energy Council and wind industry developers and operators
• Meeting with South Australian Premier, Jay Weatherill, Environment Minister Paul Caica and EPA Chief Executive Dr Campbell Gemmell regarding windfarm planning and compliance
• Ongoing liaison with University of Adelaide wind turbine noise research in the Central Region
• Funding through LGA Research and Development fund for preparation of local government planning guidelines for windfarm development
• Submission to SA Parliamentary Inquiry into windfarms

Community Wellbeing, Health and Prosperity
• Liaison with NBN Co and RDA regarding broadband rollout, gaps and opportunities for network extensions
• Convened meetings and engagement of legal support for Ngadjuri #2 Native Title Claim Councils
• Submission to Parliamentary Inquiry into the Native Title Amendment bill and meeting with Federal Attorney General
• Participation on LGA Sport and Recreation committee
• Regional briefing to EPA board on topical issues – waste to resources policy, illegal dumping, windfarm noise compliance, environmental nuisance bill
• Mid North University Knowledge Partnerships Steering Committee
• Support and participation in 'Dream Australia' television series
• Supported Flinders Councils with Corrella Showcase at LGA Conference
• Convened presentations by Ombudsman, Country Arts SA to Central Region meetings

Board Governance and Operations
• Central Local Government Region subsidiary operating within legislative, charter and policy provisions
• Committee operations executed within terms of reference
• Executive support review completed
• Audit Committee Ministerial exemption
Items:

5.1 Activities and Meetings attended
Activities and Meetings attended

Monday 22 July 2013
Ordinary Council Meeting

Wednesday 24 July 2013
CEO and Mayor / Deputy Mayor's briefing

Monday 29 July 2013
Rates Drop-in Sessions – Mallala Bowling Club;
– Parham Social Club; and
– Two Wells Catholic Hall

Wednesday 31 July 2013
NRM Public Forum – Two Wells
CEO and Mayor / Deputy Mayor's briefing

Friday 2 August 2013
Mallala Hospital Meeting

Monday 5 August 2013
Environmental Management Advisory Committee
Special Meeting of Council

Wednesday 16 July 2013
SALA Festival Event – Two Wells Library

Friday 9 August 2013
Central Local Government Region AGM - Quorn

Saturday 10 August 2013
Variety SA Bash – Two Wells
Monday 12 August 2013
Strategic Infrastructure and Planning Committee

Thursday 15 August 2013
SA Expert Panel on Planning Reform – Elected Member Training - Adelaide
CEO and Mayor / Deputy Mayor's briefing

Friday 16 August 2013
100th Birthday Celebration – Mallala Hospital
CEO and Mayor /Deputy Mayor briefing

Monday 19 August 2013
Strategic Community and Governance Committee

Tuesday 20 August 2013
Lewiston Study
## 6. DELEGATES AND REPRESENTATIVES REPORTS

**MONDAY 26 AUGUST 2013**

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6.1.3 Community Development and Advisory Committee – 8 August 2013 (CON12/1100)
6.1.4 Facilities and Infrastructure Advisory Committee – 12 August 2013 (CON12/1102)
1. ATTENDANCE

1.1 Present

P Wake; B Reid; D Kennington; S Jones; L Slater; L Lawson; S Spencer; Warrick Barnes (Coastal, Estuary & Marine Officer); Carol Muzyk (Strategic Projects Coordinator)

1.2 Apologies

Pam Drew; Simon Spencer

1.3 Absent

Nil

2. PREAMBLE

Chairperson, Pat Wake, welcomed all Members.

3. CONFIRMATION OF MINUTES

Moved B Reid  Seconded L Slater

That the minutes from the meeting dated 3rd June 2013 as read be confirmed.

CARRIED (2013/005)

3. BUSINESS ARISING

3.1 Box Entrances – Carol Muzyk produced feedback on Council’s resolution regarding the Dublin Parklands. Council resolved to undertake an audit of all fencing and to investigate enforcement options to deal with off road vehicles in all areas of Council that are regarded high conservation value.

3.2 Sand mining destruction – Barb to make appointment with Carol Muzyk to discuss
4. **GENERAL BUSINESS**

4.1 **NRM Draft Plan – Please forward comments to Carol Muzyk to be included in Council Submission**

Draft copy to be made available in Council Offices.
EMAC Members attended the public meeting
Pat Wake raised issues with sand mining.
Joe Daniele -
(1) silting up of upper reaches of Salt Creek
(2) raised issue of cleaning under causeway on Bakers Ford to allow flow through of water
Other comments included;
  - Increase in weed on properties. Letter sent by weed control board, letters no longer being sent, who is responsible?
  - Proclaimed weed letters sent out. Libby reported NRM do roadside but not private property

No longer separate coastal zones, included in land management as a whole. The new plan has integrated both coastal management and land management.
Comment to Carol Muzyk within 7 days. Carol to circulate submissions.

4.2 **Dublin Parklands South**

Soil has now been removed and used on the construction of the Parham Levee.
Site assessment and rehabilitation plan to be drafted.
The plan should include compaction and management of site contamination
Draft plan to be developed by administration and submitted to EMAC prior to seeking Council endorsement.

4.3 **Salt Creek Remediation Project**

Carol Muzyk provided project brief to Members
Barb Reid provided additional information regarding background and potential funding opportunities.

4.4 **Community Survey Actions Report**

The Community Survey Action Report raised the following issues:
  - Recommended snake awareness program – Libby offered that NRM may be able to assist in SA the Snake Awareness program
  - Native vegetation clearance awareness
• Raise issues/education through Communicator – Members to send through suggestions for next issue of the Communicator
• Ducan – like to see snake awareness
• Warrick suggested approaching local schools to see if they are interested in a shared program
• Members to investigate funding opportunities
• Barb Reid suggested Community Development funding

4.5 Risk & Opportunities - Ridley Dry Creek Saltfields

Report tabled for information only
Members to provide comments to Carol Muzyk

4.6 Deer Report – Environmental Damage in Gawler River Delta

Warrick reported 300+ deer in one survey
Final copy is now available – minimal changes
Similar survey will be undertaken in the Light River Delta
Warrick to keep committee up to date on future surveys

4.7 Virginia & North Adelaide Plains Hort Study

Update by Carol Muzyk

4.8 Dublin Parkland Heritage Area- Off Road Bikes

Carol Muzyk reported on Council resolution
Cr Jones suggested education program for Dublin Residents

4.9 Parham Levee - Update

5. REPORTS

5.1 Coastal, Estuary & Marine Officer – Warrick Barnes

• Tangler Bins – project brief has been drafted and provided to the committee for information only
• Samphire Project – new project officer appointed, Jenny and Alissa be invited to future meetings to provide background on the project.
• Coastal Garden Workshop – 13 people attended Middle Beach Workshop
• Future Projects – Weed and animal control
• Calomba Daisy – workshops recommended
• Direct seeding has occurred at Port Prime
• Buckland Park – fire allowed for Kikurya Control and direct seeding of 1.5 ha
• Dolphin Sanctuary – do assessment of environmental assets at Port Gawler and Buckland Park
• RDA (Barossa) – Environmental tourism options
• Dublin area education program

5.2 Adelaide & Mt Lofty Ranges NRM Board – Libby Lawson

NRM Plan
More funding for Mallala area - $120k Northern Coastal Plains Project
This has been spent on roadside weed, onsite works and education programs for landowners and commercial businesses

5.3 Horticultural Officers Report – Pam Drew

Carol Myzyk read out report prepared by Pam Drew in her absence.

Bakers Ford Wetland – Approximately 700 stems where planted in June with the help of TAFE SA students. Follow-up weed control will occur with regrowth of boxthorns, prickly pear, castor oil plants etc.

Barbba Road & Adelaide Road Intersection – After a report from one of the committee members with regards to boxthorns in this location, Council’s Horticulture Services have completed this task, controlling six boxthorns on the site.

Roadside Weed Control – At present, Horticulture Services are focussing on controlling Artichoke thistle and Horehound throughout the district. Calomba daisy is next on the hit list amongst other weeds.

Dublin South Parklands – The size of this area is approximately 2000m², not overly large. I would suggest that this be revegetated next season with a heavy mix of direct seeding of chenopods and grasses with a small amount of tube stock. Some seed collecting could be undertaken soon as some chenopods are in flower now.

At this juncture, 6.30pm, Mayor Duncan Kennington left the meeting.
6. **OTHER BUSINESS**  
**Light Beach Road – Cr Jones**

Closed but people are still accessing road  
Concern about liability, need to address landowner to stop gate from being opened.  
Anti bike signes – need to be more informative  
More signs needed

*At this juncture, 6:52pm Councillor Steve Jones left the meeting.*

7. **CLOSURE – NEXT MEETING**

The Chairperson closed the meeting at 7:04 pm

Confirmed as a true record:

Chairperson: ............................................

*Please Note*:  Next Meeting - Tuesday 8th October due to Monday 7th being a Public Holiday – to be confirmed
MINUTES OF THE MALLALA COUNCIL DEVELOPMENT ASSESSMENT PANEL MEETING HELD IN THE MALLALA COUNCIL CHAMBERS, REDBANKS ROAD, MALLALA ON TUESDAY 6th AUGUST 2013, COMMENCING AT 6.30 PM

1. ATTENDANCE

1.1 Present

Trevor White (Presiding Member), Yvonne Howard (Deputy Presiding Member), Joe Daniele, Sandra Foote, Joshua McDonnell, Tom Summerton, Brendon Schulz (Development Services Coordinator), Ralph Semrau (Planning Officer), Gary Mavrinac (General Manager, Infrastructure & Planning) and Charles Mansueto (Chief Executive Officer)

1.2 Apologies

Moved J Daniele Seconded S Foote

"that leave of absence from this meeting be granted to Joel Taggart"

Agreed

1.3 Absent

Nil

The Presiding Member welcomed Joshua McDonnell to the Panel.

Joshua McDonnell and existing Panel members gave a brief overview of their experience.

2. APPOINTMENT OF DEPUTY PRESIDING MEMBER

The Presiding Member called for nominations for Deputy Presiding Member of the Panel and recommended that Yvonne Howard continue in the role.

"that Yvonne Howard be declared Deputy Presiding Member of the District Council of Mallala Development Assessment Panel, pursuant to Section 56A(4b) of the Development Act, 1993"

Agreed
3. **CONFIRMATION OF MINUTES**

Moved T Summerton  Seconded J Daniele

"that the minutes of the Council Development Assessment Panel meeting held on Tuesday 7th May 2013 be received and confirmed"

Agreed

4. **DECLARATION OF INTEREST**

Nil

5. **DEVELOPMENT APPROVAL NOTIFICATIONS**

Moved J Daniele  Seconded T Summerton

"that the Development Approval notifications issued for April, May & June 2013 be received"

Agreed

6. **REPORTS – DEVELOPMENT APPLICATION**

Moved J Daniele  Seconded S Foote

"that the Development Application reports be received."

Agreed

6.1 **Category 1 Development**

Nil

6.2 **Category 2 Development**

Nil

6.3 **Category 3 Development**

6.3.1 312/84/2013 – Noahs Crossing Veterinary Clinic – Extension to Veterinary Clinic including living quarters for on duty vet, 3 water storage tanks, car parking and landscaping – Lot 101, 168 Hayman Road, Lewiston
Planning Officer Ralph Semrau addressed the Panel and gave a brief report on the application.

Mr Chris Girling answered questions put to him by the Panel.

"that the proposal by Noahs Crossing Veterinary Clinic for an extension to veterinary clinic including living quarters for on duty vet, 3 water storage tanks, car parking and landscaping at Lot 101, 168 Hayman Road, Lewiston (312/084/2013), being not seriously at variance with the District Council of Mallala Development Plan, be Granted Development Plan Consent, pursuant to Section 33(1a) of the Development Act, 1993 subject to the following conditions being imposed:

1. The development must be undertaken in accordance with the details, plans, specifications and correspondence submitted with and forming part of the application, except where varied by any conditions herein.

2. The development must be connected to an approved effluent disposal system to the satisfaction of Council’s Environmental Health Officer.

3. The development approved herein must be provided with a dedicated water supply of minimum 45,000 litres capacity, and must be located adjacent to the building; it must effectively capture stormwater from the roof, and must be installed prior to occupation and use of the building approved herein.

4. All stormwater from the development must be retained on site to the reasonable satisfaction of Council’s Depot Operations Coordinator.

5. A dedicated water supply of minimum 2,000 litres capacity, must be provided and be available at all times for fire fighting, located adjacent to the building or in another location on the allotment that is accessible for fire-fighting purposes.

Where the minimum bushfire water supply is held in a closed tank, fire authority access to the water shall be by:
- a fire service adapter fitted in the tank wall near the bottom of the tank with a minimum outlet of 50 mm terminating in a 64 mm male London round thread; and
- a second adapter fitted in the tank wall 400 mm above the fire fighting adapter (for household use); and
- where fire appliance access is available immediately adjacent to the tank, through the removable ‘inspection lid’ on the top of the tank.

6. All driveway areas and car parking areas must be prepared with suitable road construction materials.
7. The car parking area must be properly marked in accordance with the requirements for car parking, and must be maintained in a reasonable condition to the satisfaction of Council.

8. No other point of egress from or ingress to the subject land must be created without prior consent of Council being first obtained in writing.

9. The development must have a continuum of safe and convenient vehicle access to Hayman Road, and must be maintained to the reasonable satisfaction of Council's Depot Operations Coordinator.

10. The dog exercise area must have a properly prepared surface, so that dusty and muddy conditions are prevented, and this area must be maintained to the reasonable satisfaction of Council.

11. The planting of bushes, trees and shrubs must be undertaken sufficient to grow to a height to screen the building from the road and adjacent properties, and must be nurtured and maintained in good condition at all times, with plants replaced should they become diseased or die.

12. Plants must be propagated from locally indigenous species, and must be maintained at all times with plants replaced should they become diseased or die.

13. The plantings must take place within 12 months of the date of Development Approval.

14. All waste from the veterinary clinic and associated activities, must be managed and disposed of to the reasonable satisfaction of Council's Environmental Health Officer.

15. The external cladding of the walls and roof of the development must blend in with the existing structure in terms of design and colours, and must be maintained in a good state of repair at all times.

16. The base perimeter of the development being infilled with suitable material which blends with the appearance and style of the building to the reasonable satisfaction of Council. Such infilling must be completed prior to occupation of the development and use approved herein.

17. The development approved herein must have a floor level of no less than 19.29 metres AHD.

18. Suitable exterior lighting must be provided and directed so that it does not result in light spill into adjoining properties.

19. Carpark directional signage must be provided to the satisfaction of Council.
Note:

The applicant or person for the time being making use of this approval is advised to engage a licensed surveyor (or other suitably qualified person) to ensure compliance with conditions related to finished ground level of the building site platform or finished floor level of the building being granted Development Plan Consent.

The Applicant is reminded of its general environmental duty, as required by Section 25 of the Environment Protection Act, to take all reasonable and practical measures to ensure that the activities on the whole site, including during construction do not pollute the environment in a way which causes or may cause environmental harm.

This is not a building consent, and a Building Rules Consent is required to be submitted to Council before a Development Approval can be issued.

The approved plans have been stamped ‘Development Plan Consent’ and should be forwarded to any Private Certifier engaged for the Building Rules Assessment of this application.

Signage and other existing infrastructure will not be removed or relocated to accommodate access to this development. Crossover standards must comply with District Council of Mallala Roads Manual Issue 2, April 2005, Amendment 2.

Bushfire water supply tanks (including any tank support structure) must be constructed of non-combustible material.

Agreed

6.4 Updates

6.4.1 312/D011/10 – Ilarson Pty Ltd – Division of one allotment into five for rural living purposes (each partly within Flood Hazard Zone 1 of Gawler River Flood Plain Policy Area) – Allotment comprising Pieces 21 and 22 Hayman Road, Lewiston

“that the report be received and noted”

Agreed

7. REPORTS – GENERAL MANAGER, INFRASTRUCTURE & PLANNING

Moved J Daniele Seconded T Summerton

“that the General Manager, Infrastructure & Planning report be received”

Agreed
8. **OTHER BUSINESS**

8.1 **Disclosure of Financial Interests**

The Development Services Coordinator reminded Independent members to complete either the Primary or Ordinary financial interest disclosure forms as soon as possible and return to Council. These are required pursuant to Section 56A(6) and Schedule 2 of the Development Act, 1993.

8.2 **Contact Lists**

The Development Services Coordinator distributed a contact details list. An error was noted and members were advised that an amended list will be distributed as soon as possible.

9. **NEXT MEETING**

Tuesday 3rd September 2013 – To be confirmed

10. **CLOSURE OF MEETING**

The Presiding Member closed the meeting at 7.26pm

Confirmed as a true record:

Presiding Member: ........................................

Trevor White

Date: ..........................................................
1. ATTENDANCE

1.1 Present
A Porter, S Nieuwenhuizen, B Reid, P Thompson, Jasmin Daniele, Cr Daniele, L Seccafien (Community Development Officer) – A Moroney (RDA Barossa) (arrived 7.15pm)

1.2 Members Apologies
Cr Heley, P Sellar

1.3 Members Absent
B Sowerby

1.4 Guests
A Sawtell (Customer and Library Services Coordinator)

Moved: Jasmin Daniele Seconded: S Nieuwenhuizen
‘that B Reid be appointed as deputy chair for the Community Development Advisory Committee until the November 2014 term of the current Council’
CARRIED (2013/16)

2. CONFIRMATION OF MINUTES

Moved: Cr Daniele Seconded: B Reid
‘that the minutes of the meeting held Thursday June 13 2013 be taken as read and confirmed’
CARRIED (2013/17)

3. BUSINESS ARISING

3.1 As per the Terms of Reference, Council at its meeting 22 July 2013 endorsed the following motion (CARRIED (2013/266))

‘that the Council, having considered item 13.1 Community Development Advisory Committee – Appointment of Presiding Officer, resolves that Anne Porter be appointed as the Presiding Officer of the Community Development Advisory Committee until the November 2014 term of the current Council’

Community Development & Advisory Committee
3.2 New Residents Kits – awaiting Business and Information Directory to be completed and printed. B Reid indicated concern that recent new residents had not received any information. It was requested that if possible, staff to look through change of ownership records for the past 12 months and send out new residents kits when the directory is published. A Porter requested a copy of the new residents’ kit be brought to the next CDAC meeting for committee viewing.

3.3 Town Signs – Dublin and Pt Parham - No funds have been allocated in the 2013/14 budget for town signs. P Sellar to follow up with on this matter in regards to the history and status of town signs and funding.

3.4 Mid North Community Passenger Network – new community car arriving Wednesday 14 August, which will be housed at the Mallala Community Hospital. Media releases will be distributed when the vehicle arrives at Mallala and staff will speak at Two Wells and Mallala Probus Group meetings. There will be a six month trial period to determine the usage of the service.

7.15pm A Moroney arrived

4. REPORTS

4.1 Business and Community Information Directory

Staff have received the electronic template of the directory and have commenced work on this. A Porter provided some additional information.

A Moroney advised that RDA Barossa was holding a ‘business to business’ networking event in Two Wells on 19 September and this could be an opportunity for additional business to advertise in the directory.

4.2 Community Bus

Jasmin Daniele advised that despite inclement weather, bus numbers for the previous month was 18.

4.3 Community Partnerships Fund

Project Reports

Late correspondence noted from

- Pt Parham Sports and Social Club as auspice for Dublin Cemetery Fence Project – final report 2012-13

Moved: B Reid Seconded: Cr Daniele

‘that the committee accept the final reports for

- Two Wells Equestrian and Pony Club 2012-13'
- Mallala Bowling Club 2012-13’
- Pt Parham Sports and Social Club as auspice for Dublin Cemetery Fence Project – 2012-13

Community Development & Advisory Committee
and endorses the application for funding for Ryan Montgomery for $100 for 2012-13, and the applications for funding for Shane Smith, Laura Kingsmill, Hanna Kingsmill and Yvonne Howard for 2013-14'

CARRIED (2013/18)

4.3.1 Funding Guidelines – changes endorsed by Council at its meeting 24 June 2013.

4.3.2 Moved: P Thompson  Seconded: S Nieuwenhuizen

‘that the Community Partnerships Fund 2013-14 round open on Thursday 22nd August 2013 and close 5pm Monday 30th September 2013’

CARRIED (2013/19)

P Thompson requested that it be included in the advertisement that organisations wishing to discuss projects with Community Development Officer ensure they make suitable appointment.

4.4 Strategic Community and Governance Section 41 Community Survey report

Hard copies were made available to all committee members in addition to report emailed with agenda.

Moved: A Porter  Seconded: Jasmin Daniele

‘that the results of the Strategic Community and Governance Section 41 Community Survey be received and noted’

CARRIED (2013/20)

5.  GENERAL BUSINESS

5.1 Life Around the Light Book – this book was originally compiled by the Two Wells, Mallala and District History Book Committee and published by the Community Development Board in December 1985. This book is out of print with many requests for reprints. It was suggested that the committee consider allocating future budget funding towards reprinting the book. It was suggested that Margaret Tiller/Mallala Museum be contacted if an update was to be produced.

5.2 Committee Vacancy – L Seccafien to advertise CDAC vacancy in local newsletters and print media.

5.3 Council brochures – P Thompson would like a council brochure to be developed to include cemetery locations and local landmarks. It was advised that the EDAC committee were currently looking into local brochures. It was advised that cemetery and burial locations were listed on Council website.

5.4 RDA advised that a new delegate, Charlotte Williams will attend future CDAC meetings

5.5 Lewiston Community Study – committee would be interested in the results of the survey.

Community Development & Advisory Committee
6. **NEXT MEETING**

To be held at the Old Council Chambers, Old Pt Wakefield Rd, Two Wells on Thursday 10 October 2013 at 7.00pm

There being no further business, the Chairman declared the meeting closed at 8.25 pm.

Confirmed as a true record.

Chairman: ............................................................

Date: ___/___/___
MINUTES OF THE MEETING OF THE FACILITIES AND INFRASTRUCTURE
ADVISORY COMMITTEE HELD IN THE COUNCIL CHAMBERS, REDBANKS ROAD,
MALLALA ON MONDAY 12 AUGUST 2013, COMMENCING AT 5.00PM

1. ATTENDANCE
1.1 Members Present
Cr B Summerton, Cr J Heley, C Dunlop, D Standley (visitor), S Spencer, L Seccafien
Staff in attendance
C Mansueto (Chief Executive Officer); G Mavrinac (General Manager - Infrastructure and Planning Services), P Cleghorn (Strategic Infrastructure Coordinator), and A Humphrys (Minute Secretary)

1.2 Members Apologies
Nil

1.3 Members Absent
Nil

2. CONFIRMATION OF MINUTES
 Moved  C Dunlop  Seconded  L Seccafien
“that the minutes of meeting held on Tuesday 11 June 2013, be accepted as read and confirmed (MB Folio 18 to 21, inclusive).”

CARRIED (2013/004)

3. BUSINESS ARISING
Nil

4. REPORTS
4.1 Two Wells Civic Precinct Accommodation Strategy – Phase 1 Report (CON12/895)
 Moved  J Heley  Seconded  C Dunlop
“that the Committee having considered Item 4.1, Two Wells Civic Precinct Accommodation Strategy – Phase 1 Report, dated 12 August 2013, receive the report.”

CARRIED (2013/005)
Moved S Spencer Seconded C Dunlop
“that the Committee having considered Item 4.1, Two Wells Civic Precinct Accommodation Strategy – Phase 1 Report, dated 12 August 2013, request that further information be provided to the committee to consider at the next meeting with sufficient time to review.”

CARRIED (2013/06)

4.2 12.9.1 - Community Survey Actions Report (CON12/203)
Moved L Seccafien Seconded C Dunlop
“that the Committee having considered Item 4.2 (12.9.1), Community Survey Actions Report, dated 17 June 2013, receive and note the actions, identified as part of the 2012 Community Survey.”

CARRIED (2013/07)

Moved S Spencer Seconded L Seccafien
“that the Committee request that Council administration give consideration to terminology in future surveys to improve community understanding of Council service profiles.”

CARRIED (2013/08)

4.3 Infrastructure Services Activity Report (CON12/1191)
Moved S Spencer Seconded L Seccafien
“that the Committee having considered Item 4.3 Infrastructure Services Activity Report dated 12 August 2013, recommends to Council that the report be received”.

CARRIED (2013/09)

5. GENERAL BUSINESS
L Seccafien raised the matter of having a master plan created for all sporting ovals within the townships of Mallala, Two Wells and Dublin to allow the opportunity to apply for on the ground grant funding. G Mavrinac explained that within the 2013-14 budget there are funds that have been allocated for the preparation of an Open Space Management Plan that will review Community Land Management Plans.
6. **NEXT MEETING**

6.1 Monday 14 October 2013 at 5:00 pm – Mallala Council Chambers

7. **CLOSURE**

There being no further business, the Chairperson declared the meeting closed at 6.14 pm.

Confirmed as a true record.

Chairperson: .................................................................

Date: ___/___/___
6.3 Associated Organisations

MONDAY 26 AUGUST 2013

Item:

6.3.1 Central Local Government Region – 9 August 2013 (CON12/582)
1. Meeting Preliminaries

1.1 Attendances and Apologies

- Present: Mayor James Maitland – Chair (Wakefield), Mayor Brian Hurn (Barossa), Mayor Dean Dolling (Barunga West), Mayor Allan Aughey (Clare & Gilbert Valleys), Mayor Peter Slattery (Flinders Ranges), Mayor Peter Mattey (Goyder), D/Mayor Deane Rohrlach (Light), Mayor Duncan Kennington (Mallala), Mayor Sandra Wauchope (Mt Remarkable), Cr John Barberien (Northern Areas), Chairman Colin Parkyn (Orroroo Carrieton), Mr Peter McGuiness (Peterborough), Cr Neville Wilson (Port Pirie), D/Mayor Brenda Bowman (Yorke Peninsula)
- Apologies: Mayor Paul Thomas (Copper Coast), Mayor Denis Clark (Northern Areas), Mayor Ruth Whittle (Peterborough), Mayor Ray Agnew (Yorke Peninsula)
- In Attendance: Dr Andrew Johnson (Port Pirie), Mr Roger Crowley (Northern Areas), Mr John Brak (Goyder), Mr Martin McCarthy (Barossa), Mr Charles Mansueto (Mallala), Cr Bob Nicholls (Yorke Peninsula), Cr Peter Jacobs and Mr Wayne Hart (Mt Remarkable), Mr Peter Ward (Barunga West), Mr Colin Davies (Flinders Ranges), Mr Iian Wilson (Orroroo Carrieton), Ms Cate Atkinson (Wakefield), Ms Anita Crisp (Executive Officer), Mr David Hitchcock (LGASA), Ms Claire Wiseman (RDA Far North), Mr Craig Nixon and Ms Kathie Bowman (Northern & Yorke NRM Board) – arrived 10.50am, departed 11.45am

1.2 Welcome to Meeting and the Flinders Ranges Council

- Central Region Chair, Mayor James Maitland welcomed delegates to the meeting.
- Host Council Mayor Peter Slattery, from Flinders Ranges Council provided an overview of the Council district, noting they are one of the smallest in the state by population, but cover a substantial area.
- The Council has a small ratebase which must be supplemented heavily by external grants.
- Several local projects underway including upgrading Quorn visitor/railway centre and refurbishment of local swimming pools.

1.3 Authorisation of Voting Delegates

- The meeting noted that the Peterborough Council was represented by the CEO.

Motion: That, in accordance with the Central Local Government Region Charter and in the absence of appointed delegates, the Chief Executive Officer attending on behalf of District Council of Peterborough be authorised to vote.

Moved: BAROSSA (Hurn) Seconded: PT PIRIE (Wilson) CARRIED

1.4 Confirmation of Previous AGM and General Meeting Minutes

- Minutes of the 2012 Central Region Annual General Meeting held on Friday 10th August 2012 at the Barossa Council Offices, Nuriootpa and minutes from the last general meeting held Friday 10th May 2013 at the Wallaroo Community Sports Club were tabled.

Motion: That the minutes Minutes of the 2012 Central Region Annual General Meeting held on Friday 10th August 2012 at Nuriootpa be noted and minutes from the last general meeting held Friday 10th May 2013 at Wallaroo be received.

Moved: GOYDER (Mattey) Seconded: CLARE & GILBERT VALLEYS (Aughey) CARRIED

1.5 Business Arising not Otherwise on the Agenda

- Nil

2. Annual General Meeting

2.1 Appointment of Office Bearers

- The Central Local Government Region charter requires office bearers to be elected at the Annual General Meeting by and from the Board Members appointed by the Constituent Councils.
- The appointees shall hold office from the Annual General Meeting at which they are elected until the next Annual General Meeting.
- The following nominations were received for the positions of Chair and 2 x Deputy Chairs:

CHAIR
• Mayor Ray Agnew (Yorke Peninsula)  
  ELECTED UNOPPOSED

DEPUTY CHAIR (2 required)
• Mayor Allan Aughey (Clare & Gilbert Valleys)
• Mayor Denis Clark (Northern Areas)
• Mayor James Maitland (Wakefield)
• Mayor Peter Mattey (Goyder)

• There being more nominations than positions available, ballot papers were distributed to Council delegates, with votes to be counted at the morning tea break.
• The call for two additional board members to the Central Region Executive Committee will be made following confirmation of the Deputy Chairs.

2.2 Chairman's Annual Report
• Retiring Central Region Chair, Mayor James Maitland tabled the annual Chairman's report.
• Noted he has served as chair for 11 years.
• Several issues are still ongoing, including water and waste management, along with more recent issues such as coastcare, digital TV switchover, broadband, climate change, windfarms and native title.
• Thanked the Mt Remarkable Council for providing financial services to the Central Region since inception and to the Goyder Council for taking this role on at short notice earlier this year.
• Other activities of note include the Mid North and Yorke Peninsula Strategic Alliance with the Central Region, Regional Development Australia and Regional NRM board, the joint forum and election strategy between the Central Region and Eyre Peninsula LGA, funding from the LGA for a new position in the region.
• Thanked the two Deputy Chairs – Mayor Ray Agnew and Mayor Allan Aughey and the Executive Officer for support over the past year.

Motion: That the Chairman's annual report be received.  
Moved: WAKEFIELD (Maitland) Seconded: CLARE & GILBERT VALLEYS (Aughey) CARRIED

2.3 Financial Statements for Audit
• Draft financial statements, as proposed to be forwarded to the Auditor, tabled.
• Requirements of Council regional subsidiary auditing and financial statement adoption process are set out in the Local Government (Financial Management) Regulations 2011 and Model Financial Statements.
• Require the chief executive officer of each constituent council, the chair of the regional subsidiary board of management and the presiding member of the audit committee of the regional subsidiary (unless exempt) to provide a statement of certification that the auditor is independent of the subsidiary.
• Once the audit is complete and certified by the Chair, the statements will form part of the Central Region annual report which will be distributed to all member Councils for inclusion within their own annual reporting requirements.

Motion: That the financial statements for 2012/13 be recommended for audit, with the Central Region Chair delegated authority in accordance with section 14 (g) (ii) of the Local Government (Financial Management) Regulations 2011 to certify the annual financial statements in their final form; and to certify that:
• the financial statements comply with relevant legislation and Australian Accounting Standards and present a true and fair view of the financial position, results of the operations and cash flows of the subsidiary for the financial year;
• internal controls implemented by the subsidiary provide a reasonable assurance that its financial records are complete, accurate and reliable and were effective throughout the financial year;
• the financial statements accurately reflect the accounting and other records of the subsidiary; provide a statement of certification that the auditor is independent of the subsidiary.
  Moved: PORT PIRIE (Wilson) Seconded: MT REMARKABLE (Wauchope) CARRIED

2.4 2012/13 Annual Report
• Draft annual report tabled.
• As required by Charter and Local Government Act, the report outlines achievement of the aims and objectives of the Central Region Business Plan.
• Following audit, the Financial Statements will be incorporated into the annual report and then provided to all constituent Councils.
Motion: That the Annual Report for the 2012/13 year be adopted.
Moved: GOYDER (Mattey) Seconded: CLARE & GILBERT VALLEYS (Aughey)  CARRIED

2.5 Review of Central Region Strategic & Business Plan 2013/14

- Draft annual 2013/14 business plan tabled.
- As required by the Local Government Act and the Central Region Charter, a business plan setting out the performance targets and allocation of resources to achieve these must be developed, and reviewed on an annual basis.
- The business plan sets out a program of annual activity under three strategic areas of focus, which were adopted in 2010 – ‘Board Operation and Governance’, ‘Local Government Leadership and Sustainability’ and ‘Regional and Community Sustainability’.
- There are 17 action targets proposed for 2013/14, updated from the previous year to reflect anticipated areas of activity in the year ahead.
- Activities flow-on from the annual business plan to budgetary processes and alignment of Executive Officer time and the new LGA ‘Outreach Officer’ to the organisational priorities.
- Council CEO’s forum has recommended to commence the strategic and business plan review process over the coming year, one year ahead of the scheduled 2015 review.

Motion: That the Central Local Government Region adopt the 2013/14 annual business plan and bring forward the review of the strategic plan to occur during this financial year.
Moved: LIGHT (Rohrlach) Seconded: PORT PIRIE (Wilson)  CARRIED

2.6 Determination of Council Contributions for 2013/14

- In accordance with the charter, the constituent councils of the Central Local Government Region must set the subscription rate at the Annual General Meeting.
- Consistent with the policy position taken by the Central Region over recent years, it is proposed that the subscription be increased by CPI (2.0% used), amounting to a $194 increase on last year sub of $9,683 per Council to $9,877.

Motion: That the 2013/14 contribution for Central Region constituent councils be set at $9,877.
Moved: GOYDER (Mattey) Seconded: ORROROO CARRIETON (Parkyn)  CARRIED

2.7 Determination of Delegate Allowances for 2013/14

- Based on existing policy, Central Region Chairman’s allowance is proposed to be set at $4,058 for the 2013/14 year, reflecting a CPI rise of 2.0%, or $79 from last year.
- Consistent with last year, an amount of $1500 has been allocated in the 2013/14 budget to support the 3 x LGA zone delegates to the LGA State Executive board.

Motion: That the 2013/14 Central Local Government Region Chairman’s allowance be set at $4,058.
Moved: PORT PIRIE (Wilson) Seconded: NORTHERN AREAS (Barberien)  CARRIED

2.8 Adoption of 2013/14 Budget

- Draft 2014 budget tabled, noting explanation of projections within the agenda.
- Noted the Central Region’s annual budget should be closely aligned to the key actions and targets set out in the business plan, as described in Section 25 (Part 2, schedule 2) of The Local Government Act.

Motion: That the proposed operating and project budgets for 2013/14 be adopted.
Moved: NORTHERN AREAS (Barberien) Seconded: PORT PIRIE (Wilson)  CARRIED

2.9 Delegations for 2013/14

- Draft delegations for 2014 tabled.

Motion: That the following delegations be approved for the 2013/14 year:

<table>
<thead>
<tr>
<th>Delegation</th>
<th>To</th>
</tr>
</thead>
<tbody>
<tr>
<td>Bank account signatories</td>
<td>Anita Crisp; Griff Campbell; John Brak; Sally Lynch; Ray Agnew</td>
</tr>
<tr>
<td>Approving expenditure of budgeted items</td>
<td>Executive Officer</td>
</tr>
<tr>
<td>Approving minor support contracts up to $5000</td>
<td>Executive Officer</td>
</tr>
<tr>
<td>Calling for tenders, contracts and consultancies</td>
<td>Executive Committee</td>
</tr>
<tr>
<td>Approving project briefs</td>
<td>Executive Officer</td>
</tr>
</tbody>
</table>
2.10 Meeting Schedule and Format for 2013/14

- Draft meeting schedule tabled, noting proposed change of format for meetings, to include a strategic issues workshop following the main meeting.

That the meeting schedule for the 2013/14 year be endorsed as follows - Friday 8th November 2013 (hosted by Goyder), Friday 21st February 2014 (hosted by Light), Friday 16th May 2014 (hosted by Mallala), Friday 15th August 2014 – AGM (hosted by Mount Remarkable), Friday 21st November 2014 (hosted by Northern Areas), with the meeting format to trial a strategic issues workshop for Central Region delegates following board meetings.

Moved: MT REMARKABLE (Wauchope) Seconded: NORTHERN AREAS (Barberien) CARRIED

3. Regional and Community Sustainability

3.1 Regional Planning

- Noted consultation session by Dept Planning, Transport and Infrastructure following the Central Region meeting on proposed Integrated Transport and Land Use Strategy.
- The strategy is proposed to guide private, federal, state and local government investment over the next 30 years.
- The Strategy will look at all forms of transport and how best to coordinate them with the development of open spaces and residential, commercial and industrial land.
- Central Region Executive Officer has been asked to provide a 10 minute overview of the transport and infrastructure priorities for the region.

3.2 Regional Election Strategy

- The combined Eyre Peninsula and Central Region Local Government election strategy is progressing, with the Executive Officers developing a broad set of principles, that:
  1. Each regional association commit an initial $10,000 towards developing and implementing the strategy
  2. That in recognition of the pending Federal constitutional referendum, the focus for this election strategy be targeted towards the March 2013 State Election
  3. That support for the strategy be sought from other regional LGA's around the state, with a view to a collaborative, statewide approach
- The election strategy will not replace or overlap with election priorities being prepared by individual or groups of Councils, but should provide a set of three clear, strategic themes under which the majority of Council priorities will fall - regional investment, regional population growth and government decentralisation
- Key next step to engage specialist resources (ie political marketing and lobbying) to assist in the development of the strategy and election campaign.

Motion: That the Central Region allocate an initial amount of $10,000 towards developing and implementing the election strategy and seek support from regional associations around the state, with a view to a collaborative, statewide approach.

Moved: BAROSSA (Hurn) Seconded: FLINDERS RANGES (Slattery) CARRIED

3.2 Regional Development Australia

- Update on nominations from local government to the boards of Regional Development Australia tabled.
- Noted Barossa RDA board and have direct representation from Councils. Flinders Ranges Council is part of the Far North RDA, which has its own nomination and selection processes.
- Remaining 11 Councils are part of the Yorke and Mid North RDA which has two vacancies to fill.
- The two incumbent members - Cr John Rich (Yorke Peninsula) and Dr Andrew Johnson (Port Pirie) have been reappointed.

Motion: That the nominations from Cr John Rich (Yorke Peninsula) and Dr Andrew Johnson (Port Pirie) for...
the two Y&MN local government vacancies to Regional Development Australia Yorke and Mid North be endorsed.

Moved: YORKE PENINSULA (Bowman)  Seconded: ORROROO CARRIETON (Parkyn)  CARRIED

3.3 Water

- Copy of submission to ESCOSA highlighting the resourcing implications for rural Councils in fulfilling the proposed reporting requirements under the Water Industry Act 2012 tabled.

3.4 Roads and Transport

- Advice from the Local Government Advisory Panel that the two continuing projects (Booleroo - Pekina Road and Arden Vale Road) have been recommended for funding, however top two new priority projects (Clinton Road, Samuel Road) overlooked with third ranked (Gum Creek Intersection) instead recommended for funding.
- Central Region's Transport Committee and CEO's forum seeking feedback from the LGTAP on their assessment process and funding decision.
- In his capacity as Chair of the LG TAP, Mayor Brian Hurn explained the decision was made in order to match the funds remaining after fulfilling continuing project obligations to a suitable new project of that size.

Motion: That the Central Region seek feedback from the Local Government Transport Advisory Panel on their assessment process for Special Local Roads, and the rationale for disregarding the regional priorities provided.

Moved: CLARE & GILBERT VALLEYS (Aughey)  Seconded: BARUNGA WEST (Dolling)  CARRIED

3.5 Climate Change

- Project update tabled.
- Noted climate change project has continued to receive national recognition.
- Formal launch/recognition of the project proposed in early October as part of international climate science conference in Adelaide.
- Update on strategic priorities tabled, including Regional Sustainability Centre and Coastal Digital Elevation Model.
- Low Carbon/Renewable Energy Investment Strategy priority also proceeding in stages, with first stage funding from regional alliance partners to engage university research support to map and analyse most appropriate locations for a range of clean-tech industries and renewables – taking into account compatibility of nearby landuses. Central Region will manage the project contract on behalf of the Alliance.

That the Central Local Government Region:
1. note the regional climate change progress report;
2. seek nominations for additional Central Region representation to the Regional Climate Change project steering committee; and
3. accept management of the Regional Low Carbon Investment Strategy project on behalf of the Regional Alliance partners and authorise the Chair and Executive Officer to finalise funding and contractual arrangements with UCL.

Moved: PORT PIRIE (Wilson)  Seconded: CLARE & GILBERT VALLEYS (Aughey)  CARRIED

3.6 Waste Management

- Regional Waste Coordinator update tabled.
- Minutes of Waste steering committee tabled, noting proposed R&D funding application for composting trials, community education program, construction and demolition waste, options paper for Everard regional landfill site.
- Advised that, in response to a lack of interest by neighbouring Councils, Wakefield Regional Council have resolved to sell the Everard landfill site, which will no longer be available as a future regional site for Councils.

That the Central Local Government Region receive the minutes of the Regional Waste Management Committee and endorse its recommendations.

Moved: NORTHERN AREAS (Barberien)  Seconded: FLINDERS RANGES (Slattery)  CARRIED

3.7 Coastal Councils

- No advice on the success of the funding application to the Commonwealth Government’s Caring for our Country program.
- In lieu of a regional Central Region Coastal Councils Network forum, it is proposed that the Central Region support Coastal Councils to attend a statewide coastal forum being held Monday
30 September to Tuesday 1 October 2013 in Adelaide.

- The Central Region Coastcare project has sufficient funds remaining to support attendance by two representatives of each of the Coastal Councils in the region.

Motion: That the Central Local Government Region contribute funding for two registrations per Coastal Council for attendance at the 2013 Coastal Conference, to be held Monday 30 September – Tuesday 1 October 2013.
   
   Moved: PORT PIRIE (Wilson)  Seconded: YORKE PENINSULA (Bowman)  CARRIED

10.50am – R. Blight departed meeting

3.8 Wind Farm Development

- Update on Central Region Windfarm Steering committee and 'Windfarm Planning Guide' tabled.
- Committee Chair, Mayor Allan Aughey provided further verbal update, noting the recent presentation to the State Parliamentary Inquiry into Windfarms, with transcripts by the Chair and Executive Officer available.

Motion: That the Central Region receive the minutes of the Windfarm Steering Committee held 17th July 2013 and endorse its recommendations.
   
   Moved: CLARE & GILBERT VALLEYS (Aughey)  Seconded: BAROSSA (Hurn)  CARRIED

3.9 Environment and Natural Resources

- Update tabled noting Executive Committee has approved Ms Cate Atkinson (Wakefield Regional Council) as proxy local government representative to the Northern and Yorke NRM board.
- Native Vegetation Council seeking feedback on new environmental offset guidelines - feedback will be provided, in consultation with Council CEOs.
- Correspondence from the Northern & Yorke NRM board seeking involvement of the Central Local Government Region in a 'Memorandum of Understanding' for Conservation Action Planning (CAP) across the region. Presentation on this issue to be provided by board representatives.

11.00am – R. Blight returned to meeting

Motion: That the Central Local Government Region:
1. endorse the appointment of Ms Cate Atkinson as the proxy local government delegate to the Northern & Yorke NRM board;
2. provide feedback to the Native Vegetation Council, through the Local Government Association to the draft native vegetation offset policy, in consultation with Council CEO's.
   
   Moved: CLARE & GILBERT VALLEYS (Aughey)  Seconded: GOYDER (Mattey)  CARRIED

3.10 Environment Protection Authority Regional Presence

- Noted meeting of several Central Region Council representatives with the EPA board in Clare.
- Summary of Central Region issues was provided to the board members ahead of the consultation, including issues such as: Windfarm Development, Waste Management Landfill Bans, Illegal Dumping Unit and Local Environmental Nuisance Bill.
- Presentation by EPA’s South-East office on the benefits of a regional EPA presence and the stated desire by the EPA to enter further discussion with regional stakeholders regarding the establishment of a stronger regional presence by the agency.
- Correspondence has since been provided to the EPA summarising the issues discussed and welcoming further dialogue regarding a regional presence.

Motion: That the Central Region pursue discussion with the EPA regarding the establishment of a regional presence.
   
   Moved: NORTHERN AREAS (Barberien)  Seconded: MT REMARKABLE (Wauchope)  CARRIED

3.11 Upper Spencer Gulf Regional Sustainability Planning

- Noted report on progress of the Upper Spencer Gulf Memorandum of Understanding and Central Region involvement in working group.
- Opportunity for targeted funding from the Commonwealth Dept Environment and Sustainability for environment ‘capacity building’ in local government in the Upper Spencer Gulf.
- Given the short timeframes and following discussion with the three USG cities, Office of State/Local Government Relations and the Central Region Executive Committee, it was agreed the Central Region could undertake management of this project.
- Process is now in its final stages, with a funding agreement expected in coming weeks.
Motion: That the Central Region endorse the funding proposal seeking $400,000 from the Commonwealth Government 'Regional Sustainability Planning' program for local government environment and sustainability capacity building in the Upper Spencer Gulf cities and authorise the Chair and Executive Officer to finalise funding arrangements.

Moved: PORT PIRIE (Wilson)       Seconded: GOYDER (Mattey)  

CARRIED

3.12 Emergency Management
- Mr J. Brak provided an update to the meeting on progress of the Yorke/Mid North Zone Emergency Management Committee.
- Noted a draft regional zone emergency management plan is in place, consistent with required national format.
- Securing ongoing commitment by agencies is an issue for the committee.
- Series of risk workshops being conducted over coming months.

3.13 Native Title Claim
- Central Region delegation met with Federal Attorney General, Hon Mark Dreyfus in Canberra, highlighting implications of the change in Federal native title funding support for small Councils, particularly those with mutiple claims.
- The meeting was very positive and further information was sought by the Attorney General, which has been provided.

3.14 National Broadband Network
- Noted briefing sessions for local government on proposed wireless network to be held in coming weeks.
- Series of community workshops also held across the region recently.

3.15 Regional Stakeholders Updates
Regional Development Australia Far North
- Ms Claire Wiseman, CEO provided an overview of the operation of RDA Far North.
- Region is substantial in size and covers the Flinders Ranges, Coober Pedy, Roxby Downs and Port Augusta Councils and Outback Areas.
- RDA convenes a local government roundtable as a mechanism to provide input and networking across the councils.
- RDA Far North structure supports operations around business and economic development, mining, tourism and 'Vibrant Regions'.

11.30 – 11.45am – meeting adjourned for morning tea

2.1 Appointment of Office Bearers (continued)
- The Executive Officer and LGA conducted the count of votes for the two Deputy Chair positions.

DEPUTY CHAIR (2 required)
- Mayor Allan Aughey (Clare & Gilbert Valleys)  ELECTED
- Mayor James Maitland (Wakefield)  ELECTED

EXECUTIVE COMMITTEE (2 required)
- Following appointment of the Chair and Deputies, the Executive Officer called for two additional board members to the Central Region Executive Committee, with nominations received from: Mayor Ruth WHITTLE (Peterborough)  
  Mayor Denis CLARK (Northern Areas)  
  Mayor Peter MATTEY (Goyder)
- There being more nominations than positions available, a ballot paper was distributed to voting delegates.

3.15 Regional Stakeholders Updates (continued)
Northern & Yorke NRM Board
- Mr Craig Nixon and Ms Kathie Bowman from the Northern and Yorke NRM Board provided an overview of the Conservation Action Planning (CAP) process being undertaken by the Board and the Memorandum of Understanding with a range of organisations to be part of the planning and delivery of the CAP outcomes.
- The CAP is a collaborative, iterative, landscape conservation planning process to develop and
implement agreed conservation plans between partner organisations.

- Across the Region there are three CAP districts – Southern Flinders Ranges, Southern Yorke Peninsula and the Mid North Agricultural Districts.
- A Memorandum of Understanding has been developed by the NRM board to bring in partners to: collaborate on landscape scale conservation planning and project development; source funding for conservation works; implement strategic on-ground works; promote the CAP projects and regions and monitor and evaluate conservation outcomes.
- It is proposed that the MOU will involve the Northern & Yorke NRM Board, Dept Environment, Water and Natural Resources, Greening Australia SA, Nature Conservation Society of SA, Conservation Volunteers Australia, Wilderness Society, Aboriginal Lands Trust, Ag Excellence Alliance, Rural Solutions SA, Trees for Life, Forestry SA, SA Water and the Central Region.

Motion: That the Central Local Government Region refer the invitation for involvement in the Northern & Yorke NRM Board Conservation Action Plan Memorandum of Understanding to the Council CEO’s forum for further consideration and recommendation.

Moved: PORT PIRIE (Wilson) Seconded: BARUNGA WEST (Dolling) CARRIED

4. Local Government Leadership and Sustainability

4.1 Fines on Council Rates

- Goyder Council is proposing a Notice of Motion to the LGA AGM continuing to seek amendment in relation to the level of fines and interest levied on unpaid Council rates.
- Council has previously sought an increase in the prescribed fine percentage on unpaid rates and interest to be more consistent with the service debt collection market and reduce the level of Council rate debt being subsidised by the majority of ratepayers.
- Council is seeking an update from the LGA in relation to their April 2011 advice and will also have regard to the discussion held at the CLGR AGM and the LGA response in the formulation of their Notice of Motion.
- Mr David Hitchcock from the LGA advised the issue has been repeatedly taken to the Minister, who has advised no interest in progressing the matter.
- Meeting noted there may be a case to consider taking this issue to government, along with opposition parties ahead of the state election.

Motion: That the Central Local Government Region prepare an issues paper regarding unpaid Council rates and fines for consideration by the Minister.

Moved: GOYDER (Mattey) Seconded: CLARE & GILBERT VALLEYS (Aughey) CARRIED

4.2 LGA Outreach Officer

- Noted final written advice on LGA outreach proposal is yet to be received – awaiting finalisation of complementary NRM reform proposal which will supplement funding to the Central Region for the new position.
- Project Officer brief is ready to be advertised following final confirmation of funding and Executive Committee has endorsed a selection panel

Motion: That the Central Region advertise for the Local Government Research and Project Officer and authorise interview and appointment of the successful candidate to a selection panel comprising: the Executive Officer, Mr John Brak and Ms Cate Atkinson, along with a representative from the LGA or the Central Region Executive Committee, if required.

Moved: BAROSSA (Hurn) Seconded: PORT PIRIE (Wilson) CARRIED

4.3 Council CEO’s Forum

- Report on Council CEO’s forum held Friday 12th July tabled, noting discussion on a range of issues including: LGA Outreach program, North and West Local Government Election Strategy, Draft 2014 Business Plan and Budget, Regional Development Australia, Road Safety Funding, Abundant Bird Species, Fire Prevention and Permits, ETSA Tree Lopping, By Law Signage, LGA Business Mentoring Program, Flinders & Outback Tourism, Special Local Roads and LGA Conference timing.

Motion: That the minutes of the Council CEO’s forum held Friday 12th July 2013 be received and the following recommendations endorsed – that the Central Region:

1. support the proposed reformatting of CEO’s forums;
2. forward correspondence to the State Parliamentary Environment Committee seeking coordinated action on Corella’s;
3. liaise with SA Power Networks regarding tree lopping and replacement and progress this issue through SAROC;
4. seek an update from the LGA on the business mentor program funding expenditure to date, with a view to implementing more effective outcomes with remaining funds.
5. prepare a situation analysis of current local government funding arrangements for tourism and regional development functions as a background to considering opportunities for greater efficiencies and outcomes into the future;
6. Seek support from other regional associations and the LGA to reduce the cost impact of LGA general meetings and conferences on country councils, including options for holding concurrent residential seminars immediately prior.

Motion: PORT PIRIE (Wilson)  Seconded: ORROROO CARRIETON (Parkyn)  CARRIED

4.4 Central Local Government Region Communications Report
- Summary of communications activity over the last quarter tabled.

Motion: That the Central Local Government Region communications report be received.
Moved: PORT PIRIE (Wilson)  Seconded: NORTHERN AREAS (Barberien)  CARRIED

4.5 SAROC and State Executive Delegates Report
- Outcomes from the May 2013 meetings of the LGA State Executive Board and SAROC Committee tabled.

4.6 Local Government Association Update
- Update from Local Government Association of SA tabled.
- Mr David Hitchcock, LGA SA, provided an overview of topical issues including: meetings with Ministers and MPs, Australian Constitutional Referendum, Local Excellence Program, Local Government Career Awareness Campaign, Urban Renewal Bill, Codes of Conduct, ICAC Papers, Local Government China Forum, Amendments to Local Government Act and Elections Act, Meeting Procedure regulations, Waste Management, SA Public Health Act, LGA Procurement, Emergency Assessment and Reporting System, LGA Conference and AGM, LGA Roads and Works Conference, National Heavy Vehicle Regulation, Climate Change, President Council Visits.

4.7 ICAC Update
- Noted the Independent Commissioner Against Corruption Act 2012 (Act) comes into effect 1st September 2013 and applies to Parliamentarians, Public Authorities and Public Officers, including local government.
- ICAC has been established to identify and investigate corruption in public administration, and to prevent or minimise corruption, misconduct and maladministration in public administration.
- The Office for Public Integrity (OPI) is responsible to the Commissioner and is the central point of contact to receive and assess complaints and reports about public administration, and to ensure these are dealt with by the relevant body.
- The Public Integrity Reform Project Team is responsible for putting in place the infrastructure, policies and procedures for the ICAC and OPI.
- Mr Jim Hartnett - Director, Public Integrity Reform office will provide a lunchtime briefing to delegates on the role of the Office of Public Integrity.

5. Central Region Administration and Finance
5.1 Executive Committee
- Central Local Government Region Executive Committee met in early July to consider a number of out-of session items including Executive Officer Leave, NRM Board – Proxy Delegate, LGA Outreach Officer and Upper Spencer Gulf – Regional Sustainability Planning.
- Recommendations arising from the Executive Committee meeting have been addressed in earlier agenda items.

Motion: That the minutes of the Central Region Executive Committee meetings held 5th July 2013 be received and the recommendations endorsed.
Moved: PORT PIRIE (Wilson)  Seconded: BARUNGA WEST (Dolling)  CARRIED

5.2 Quarterly Finance Report
- The year to date financial statements for the Central Region tabled.

Motion: The financial reports for the period ending 30th June 2013 be received.
Moved: PORT PIRIE (Wilson)  Seconded: NORTHERN AREAS (Barberien)  CARRIED
5.3 Executive Officer Quarterly Activity Report
- Update on activities of the Executive Officer since the last meeting within the contracted key performance and Business Plan target areas tabled.

Motion: That the Executive Officer’s quarterly activity report be received. Moved: NORTHERN AREAS (Barberien) Seconded: PORT PIRIE (Wilson) CARRIED

5.4 Correspondence
- Correspondence received over the last quarter tabled.

Motion: That all correspondence be received. Moved: MT REMARKABLE (Wauchope) Seconded: ORROROO CARRIETON (Parkyn) CARRIED

6. Other Business and Meeting Close:
6.1 Regional Development Australia Funding
- Meeting noted that funding arrangements for the recently announced RDAF round 5 are on hold, pending the Federal Election.
-Councils nationally are affected by this.
- Advised there is no certainty of the program being continued should there be a change of Government.

6.2 Next Meeting
- Next meeting will be held Friday 8th November 2013, hosted by Goyder.

2.1 Appointment of Office Bearers (continued)
- The result of voting for the two additional Central Region Executive Committee members was announced, as follows:

EXECUTIVE COMMITTEE (2 required)
- Mayor Ruth WHITTLE (Peterborough) ELECTED
- Mayor Denis CLARK (Northern Areas) ELECTED

6.3 Closing Comments by Chairman
- The Chairman thanked delegates for their attendance and invited delegates to a luncheon briefing by the Director, Independent Commission Against Corruption - Public Integrity Reform Office, Jim Hartnett and a workshop by the Dept Planning, Transport and Infrastructure on the proposed Integrated Freight and Transport Strategy.

Meeting closed 12.50pm
7. QUESTIONS WHICH NOTICE HAS BEEN GIVEN

MONDAY 26 AUGUST 2013

Items:

7.1 Questions on Notice

7.2 Notice of Motion
7.1 Questions on Notice

MONDAY 26 AUGUST 2013

Items:

7.1.1 Alleged Dumping of Asbestos on Port Wakefield Road (CON12/537)
7.1.2 Light Beach Road Closure (CON 12/537)
### Preamble

On or about the 30th June on state wide television a news report was aired of asbestos contamination dispersed along a section of both sides Port Wakefield Road from Lower Light south to many kilometres north at Lemmy Road access point. The contamination was evident along the roadside for some weeks, varied in shape and size, highly visible and has now caused concern and anxiety to members of travelling public and residents along that section of highway, therefore, I ask the following questions.

### Question 1:

**Answer:**

When was asbestos contamination along that highway first reported to council?

It is understood that Cr Keen attempted to notify Council of the alleged asbestos contamination around 10 June 2013, using a third party application on her iPad. Investigations following further reports of the alleged dumping identified that the report was not received through Council’s system.

### Question 2:

**Answer:**

What agency or relevant authority was contacted following further reports of the alleged asbestos, Council staff notified the Department of Planning, Transport and Infrastructure (Traffic Management Section).

### Question 3:

**Answer:**

What date was that agency or authority contacted? The Department of Planning, Transport and Infrastructure (DPTI) was contacted around 20 June 2013. The Chief Executive also made contact with an officer of DPTI following reports that the alleged asbestos was not removed.
| Question 4: | What information was supplied by that agency or authority as to what would be actioned, the nature of the action and when  
The information provided by DPTI staff acknowledged that the matter was being attended to, including inspection of the material.  
Further information was received as to progress of the removal activities. This required Council staff contacting DPTI on a number of occasions following reports that not all of the material was removed. |
| --- | --- |
| Question 5: | As this falls within the parameters of serious Heath risk to residents, was any representative of council or other dispatched to the area to confirm the existence, presence and distribution of the contamination and if in fact it was asbestos?  
As referred to above. |
| Question 6: | Given the serious nature and human health consequences of mishandled asbestos what policy area and what part of that policy covers incidents such as this, what actions are required and did any of those actions take place?  
As referred to above. |
### Preamble

Subsequent to previous questions in regard to Light Beach road closure, a question of possible future ownership of some coastal lands in the area and as it is evident and been known since not long after the closure that the public is accessing that section of Light Beach road legally closed under the road traffic act by circumventing around the closure barrier through private land.

As council was the agency that initiated the road closure under the Road Traffic Act based on substandard road surface, liability issues of no private defined boundary fencing along that section and undefined road alignment onto private lands, the lack of available funding for upgrade and other unspecified liability exposure issues including the decades long ongoing issue of unmanageable severe coastal degradation caused by all manner of illegal activity including illegal buildings I ask the following questions.

### Question 1:

**What does Council intend to do to ensure that the public does not have all and unfettered access onto that legally closed section of Light Beach Road through private land?**

As with most land under the management of Council, staff erect and maintain fencing and barricades to deter illegal entry. SAPOL had initially agreed to commit to long term enforcement of Council’s coastal areas and requested that Council fund and erect specific signage that included the SAPOL branding, as seen on the road sides and entering onto Council’s coastal beaches. This signage has been erected and is being maintained by Council. However, SAPOL have not been able to offer a long term commitment to regular patrols and enforcement of the area.

Council employees are not authorised under the provisions of the Road Traffic Act and, therefore, are not able to take direct action against persons riding or driving unlicensed or unregistered vehicles along Councils coastal fringes. Council employees are in a position to observe, report and notify SAPOL only.
In the new *Light River Estuary Management Action Plan*, the fencing along the northern boundary fencing that runs next to the access road has been highlighted as a priority action to either fix or reinstall. The Coast Estuary and Marine officer is currently looking at the most cost effective options to achieve this goal and if sufficient funding is available and neighboring landowners are willing to contribute then it is hoped that part or all of the existing fencing is re-erected.

**Question 2:**

**Answer:**

What does council intend to do to ensure the publics compliance with the legal closure of that section of Light Beach Road?

As a result of an expression of interest through the Central Local Government Region of South Australia Council was successful in obtaining a Coast Care Community Gant of $5,000 in June 2012. This grant money was used to purchase a number of signs to help educate the community regarding the ‘no go’ zones, as well as identifying the sensitive bird species, No illegal Dumping of rubbish, No Motorbike riding, No off road vehicles, No unregistered Vehicles.

Council contributed in kind for the installation and the ongoing maintenance of these signs as part of the grant funding. The fencing and barricades are maintained by Council staff and monitored regularly. Council staff report any illegal activity observed and / or reported to Council by the community to the leading authority (SAPOL) for action. All contractors undertaking any coastal works at Light Beach are requested to notify the police if they see anyone accessing Light Beach.

**Question 3:**

**Answer:**

As the public has continued with access to Light Beach, what level of coastal degradation and illegal activity has continued?

Over the winter months the access track has been extensively cut up by vehicles accessing the site while the track is wet. In some cases vehicles have driven on vegetation to try and regain traction and respite from the slippery track. The illegal access has also encouraged the spread of calumba daisy within the dune system, especially along the existing roads.

When the fishing restrictions for marine parks start in 2014, the likelihood of those accessing the beach and fishing or crabbing in the sanctuary zone will be increased. The process of natural regeneration for some trails has also been slowed due to vehicle access.
<table>
<thead>
<tr>
<th>Question 4:</th>
<th>What impact and damage on revegetation and remediation programs has there been and what is the nature of these impacts and damage</th>
</tr>
</thead>
<tbody>
<tr>
<td>Answer:</td>
<td>Revegetation works that have been conducted on old informal motor bike trails have been adversely affected. Newly planted tube stock and tree guards have been run over and kicked over affecting the survival rate of plants meaning that more infill work than should be necessary needs to be conducted. Direct seeded areas have also been impacted through illegal vehicle access reducing the probability of the direct seeding being successful. The illegal access has also helped the spread of calomba daisy within the dune system, especially along the existing road network. Although calomba daisy is common on the western side of the highway it is not a good competitor with other plants and is easily spread by vehicles. Cut fencing near the access gate has meant that considerable time by both the coastal officer and a neighboring resident has been spent repairing fences and attempting to restrict access, only to again be cut or ruined shortly after that work has been completed.</td>
</tr>
</tbody>
</table>

| Question 5: | As of July 1, with the closure of the salt fields, who or what entity now owns or occupies the lands on either side of closed section of Light Beach Road? |
| Answer:     | On the southern side of the road the land is Department of Environment with a mining lease over it, depending on what Ridley Corporation do with its mining lease this may stay with Ridley corporation or alternatively be handed back to the crown. It is unknown at present what will happen with those sections of land. The northern side of the road the section of land is owned by Ridley (Cheethams). Currently this land is occupied by Mr R Finch who runs sheep for short periods of time in a standing arrangement with Ridley Corporation. |

| Question 6: | As of July 1, has any legality changed in relation to Light Beach Road closure? |
| Answer:     | No. Council Administration is currently considering options available to renew the closure permit and reporting back to Council. The current closure expires on the 31 December 2013. |
11.6 Strategic Projects
11.7 Planning and Building
11.8 Regulatory Services
11.9 Infrastructure Services
Items:

11.6.1 Strategic Directions Report Feedback (CON12/255)

Committee Recommendation:
“that Council, having considered 11.6.1 Strategic Directions Report Feedback dated 12 August 2013 authorises the Chief Executive Officer to update the Strategic Directions Report to include a revised work program as outlined in the report and Dublin Development Plan Amendment (DPA) return to medium, and submit it to the Department of Planning, Transport and Infrastructure for final agreement.”

11.6.2 Expert Panel on Planning Reform – Regional Workshops (CON12/1197)

Committee Recommendation
“that Council, having considered Item 11.6.2 Strategic Projects Activity Report dated 12 August 2013, receives the report.”

11.6.3 Strategic Projects Activity Report (CON12/214)

Committee Recommendation
“that Council, having considered Item 11.6.3 Strategic Projects Activity Report dated 12 August 2013, receives the report.”

11.6.4 Development Plan Amendment Activity Report (CON12/1191)

Committee Recommendation
“that Council, having considered Item 11.6.4 Development Plan Amendment Activity Report dated 12 August 2013, receives the report.”
Items:

11.7.1 Planning and Building Activity Report (CON12/233)

Committee Recommendation:

“that Council having considered Item 11.7.1 Planning and Building Activity Report dated 12 August 2013, receives the report.”
Items:

11.8.1  Regulatory Services Activity Report (CON12/214)

Committee Recommendation:

“that Council having considered Item 11.8.1 Regulatory Services Activity Report dated 12 August 2013, receives the report.”
Items:

11.9.1 Infrastructure Services Activity Report (CON12/1191)

Committee Recommendation:

“that Council, having considered Item 11.9.1 Infrastructure Services Activity Report, dated 12 August 2013, receives the report.”
12.6 Finance
12.7 Property
12.8 Corporate Management
12.9 Corporate Governance
12.10 Community Services
12.6 Finance

Items:

12.6.1 Finance Report (CON12/1198)

Committee Recommendation:

“that Council, having considered Item 12.6.1 Finance Report dated 19 August 2013, notes and receives the Finance Report as at 30 July 2013.”
<table>
<thead>
<tr>
<th>12.8 Corporate Management</th>
</tr>
</thead>
</table>

**MONDAY 26 AUGUST 2013**

**Items:**

<table>
<thead>
<tr>
<th>Corporate Objective:</th>
<th>5.1.1 Provide leadership for the community in sustainability issues and local government reform matters</th>
</tr>
</thead>
<tbody>
<tr>
<td>Purpose:</td>
<td>To seek consideration and endorsement of the submission to the Local Excellence Panel discussion paper titled, “Towards the Council of the Future”.</td>
</tr>
<tr>
<td>Recommendation 1:</td>
<td>“that Council having considered Item 12.8.1 Local Excellence Expert Panel ‘Towards the Council of the Future’ – Further Information dated 26 August 2013, consider and authorise the Mayor to sign and submit the attached submission on behalf of Council.”</td>
</tr>
</tbody>
</table>
## Impact Summary

### Strategic

<table>
<thead>
<tr>
<th>Category</th>
<th>Impact</th>
</tr>
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<tr>
<td>Economic</td>
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<tr>
<td>Built Environment</td>
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<tr>
<td>Natural Environment</td>
<td>Nil</td>
</tr>
<tr>
<td>Community</td>
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</tbody>
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### Organisational and Governance

<table>
<thead>
<tr>
<th>Category</th>
<th>Impact</th>
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</thead>
<tbody>
<tr>
<td>Financial</td>
<td>Nil</td>
</tr>
<tr>
<td>Legislation</td>
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<td>Risk</td>
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<td>Consultation</td>
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<tr>
<td>Asset Management Plans</td>
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<tr>
<td>Service Standards</td>
<td>Nil</td>
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</tbody>
</table>
Background
At its August Strategic Community and Governance Committee, Elected members considered the Local Excellence Panel discussion paper titled, “Towards the Council of the Future”. The committee recommended that based on discussion at the meeting, staff prepare a draft submission for consideration by Council at its 26 August 2013 Ordinary meeting. Attached to this report is the draft submission.

Elected Members are asked to consider the draft submission and highlight any amendments required before being submitted. The due date is 30 August 2013.

The following sections of this report are extracted from the committee report for reference. A copy of the actual discussion paper has not been replicated as it was attached to the committee agenda. If required a copy can be emailed on request.

Local Excellence Panel
In 2011 the Local Government Association (LGA) launched its Local Excellence Program which included as a key feature the establishment of a Local Excellence Panel (Panel). The focus of the Panel is to consider the future of the Local Government sector in regard to:

- Role and functions'
- Governance framework, including accountability and integrity issues
- Community engagement and capacity building
- Performance aspirations in key functional areas
- Financial arrangements
- Intergovernmental relationships
- Regional collaboration
- Partnerships with the private sector.

As part of the Panel’s deliberations, a paper titled, “Towards the Council of the Future” (has been developed to generate discussion and solicit feedback to be taken into account in the delivery of their final report at the LGA Annual General Meeting in October 2013.

This report summarises the key discussion areas for the committee’s consideration and seeks the committee’s views on whether Council should formally submit a position to the Panel.

Structure of ‘Towards the Council of the Future’ Paper
The paper has been structured to provide a context of Local Government today and the changing environment it is operating in. These factors include state and federal government influences and the financial pressures both locally and internationally that are driving the need to change.

An extract from the paper (page 20) summarises the following as key drivers for change:

- Fewer resources from traditional sources
- Pressures to provide a greater range of services
- The importance of fair and just outcomes in the delivery of services across a vast and diverse State
- The rapidly ageing population and the loss of young skilled people to access greater career opportunities interstate and overseas
- The declining rural population
- The impact of the new technology shaping almost every aspect of the communities of the future
• Climate change and the need for responses
• The need to retain the notion of “place” as lifestyles and communities change
• Communities increasingly expecting to be more effectively engaged in decision making
• The need to be aware of the needs of the poor, the sick and disadvantaged in our communities in designing and delivering services.

Secondly the paper then highlights five (5) key areas aligned to their terms of reference and how these may look like in the Council of the future:

• Governance
• Community Engagement
• Financial Relationships
• Intergovernmental Relationships
• Regional Collaboration and Partnerships

In each of these key areas the paper provides background information and then provides readers a set of discussion points to generate discussion initially and should not be seen as an exhaustive list.

The discussion points are a good foundation for members to discuss the Council of the future. These were discussed at the committee meeting and feedback was incorporated into the draft submission.

**Strategic Opportunity**

The opportunity to input into the future of local government is something Council should consider strongly as the opportunities to do so do not come often. In this particular situation, Local Government has taken the initiative to think more strategically and ensure potential future changes have local input rather than change being pushed from other authorities as has occurred in other states.
August 2013

Mr Tony Lawson
Panel Executive Officer
Local Excellence Expert Panel

Via email: expertpanel@lga.sa.gov.au

Dear Mr Lawson

Submission to the 'Towards the Council of the Future' Discussion Paper.

Thank you for providing the opportunity to comment on the discussion paper, 'Towards the Council of the Future', which was recently prepared by the Local Excellence Panel (Panel) to stimulate discussion on the future of Local Government.

The District Council of Mallala is a small peri-urban Council within the Greater Adelaide Region, which has a population of approximately 8,500 people. This number is planned to increase to around 19,000 in the next 20 to 30 years, as part of the State Government's 30 year Plan for the Greater Adelaide.

This growth will bring to Council and its community many opportunities and challenges that need to be effectively managed in a sustainable manner if it is to improve the well being of our community. Our submission to the Panel is submitted within this growth context and the need to ensure the district maintains its rural and coastal characteristics and is influenced by local input.

To assist the panel in its consideration of our views, the submission has been structured to align with Part 3 of the discussion paper, where appropriate.

Governance

Council is of the view that the council of the future will see Elected Members being appropriately prepared to deal with the many challenges through mandatory training that provides Elected Members with a core level of skills. Examples of these would be financial, strategic planning and policy setting. In achieving these outcomes any changes should not deter interest from local community members to becoming an Elected Member. Council holds a strong view that local community input is paramount to the enhancement of the well-being of the community and that Council’s autonomy is not diluted.
Further, in relation to governance matters, Council is cognisant of the challenges it faces in dealing with the pressures of community expectations and how the collective and collaborative efforts of Elected Members is critical in achieving successful outcomes. To this end, Council is of the view that a regional approach to dealing with governance matters that may need to be dealt with from time to time regarding Elected Member behaviours. An example of such an arrangement is the Governance Panel established by the Light Regional Council. Expansion of this model across our region would bring with it many benefits which could be applied to other regions.

Community Engagement

As noted above, Council holds a strong view that local input is critical to successful outcomes. As a Council we continue to work on improving how we engage with our community as we mature both as an organisation and as a community.

The future of local government should involve active local input at the policy setting level and a strong framework of community engagement rather than just consultation. Technology is likely to play a large part in how Council’s engage with its community and will require Council’s to establish dynamic structures that allow the benefits of technology to be harnessed more effectively than occurs now across the industry.

Financial Arrangements

It is acknowledged by Council that the financial pressures are difficult to manage when Council is also dealing with increasing expectations and reduced grant funding. Growth will assist in providing economies of scale and increased revenue base but, before that occurs, considerable capital investment is required.

Councils are adequately serviced by the Local Government Financing Authority with this arrangement supported in any future changes. Councils struggle to increase their revenue base from existing residents as it is their community that is also dealing with increased living costs that Councils have no control over. The Council of the future should see funding to deliver the increasing services being sourced from other revenue sources, for example state or federal taxes. Local government’s asset is its closeness to its community. It also brings with it challenges associated with any rate revenue increase.

Intergovernmental Relationships

Aligned with comments made under Financial Arrangements, the responsibilities between local and state government is continually ‘blurred’ and, from Council’s perspective, the result is that Councils are undertaking more functions once provided by Stated government with no additional funding made available to deliver the service.

The future of local government should consider a two-tier government that still has the local input, but with the capacity to deliver more to the communities in a more co-ordinated and efficient manner. Examples of these can be found across the world and, to a smaller extent, in some local governments, for example Brisbane City Council.

It must be stressed again that with any change in the tiers of government, Council is of the strong view that local input is essential.
Regional Collaboration & Partnerships

The ever increasing financial pressures already require councils to consider how they deliver their services to the community. Shared services already occur across many Councils but will need to be taken to a higher level if it is to make real inroads into improving service delivery.

Functions that would be preferred for shared arrangements would be back office activities that do not impact directly on local input; for example, rates administration, ICT, financial reporting. Functions like community services should continue to be delivered locally, as it is important that local knowledge plays a major role in influencing community related outcomes.

To deliver on shared services, Councils need financial support to co-ordinate the staging and delivery of agreed outcomes. Without this support, councils will continue to make incremental changes, but not ones that will realise the broader benefits earlier.

Councils play an important role in influencing and delivering development outcomes through Development Plans and the associated administration that assesses applications against the Development Plan. The Council of the future should continue to have a strong and active role in the land use policy setting, but can remove itself to some degree from the assessment process. A regional Development Assessment Panel would see this being delivered regionally and consist mainly of independent members and a Council representative from each of the participating Councils. This could obviously take on many different forms, but the principle of removing the assessment process should be consistent.

On behalf of Council I thank you for the opportunity to input into the future of local government and hope our submission provides a view that can assist in shaping the future.

Yours sincerely

Cr Duncan Kennington
Mayor
District Council of Mallala
Items:

12.9.1 Mallala CWA Lease Extension (CON12/902)

Committee Recommendation 1:
that Council having considered Item 12.9.1 Cemeteries Policy Report dated 19 August 2013 endorses the Cemeteries Policy."

Committee Recommendation 2:
that Council having considered Item 12.9.1 Cemeteries Policy Report dated 19 August 2013 Council authorise the Chief Executive Officer appoint an Authorised Officer to administer the requirements of the Cemeteries Policy."

12.9.2 Facilities and Infrastructure Advisory Committee (CON12/1102)

Committee Recommendation:
“that Council, having considered Item 12.9.2 Facilities and Infrastructure Advisory Committee Report dated 19 August 2013 endorses the appointment of Daryl Standley, as a community member, to Council’s Facilities and Infrastructure Advisory Committee.”

12.9.3 Internal Communication Policy (CON12/570)

Committee Recommendation 1:
“that Council, having considered Item 12.9.3 Internal Communication Policy dated 19 August 2013 ratifies the Internal Communications Policy.

12.9.4 Draft Kaurna Indigenous Land Use Agreement (CON12/954)

Committee Recommendation 1:
“that Council having considered Item 12.9.4 Draft Kaurna Indigenous Land Use Agreement dated 19 August 2013 endorses the signing of the Agreement.”

Committee Recommendation 2:
“that Council having considered Item 12.9.4 Draft Kaurna Indigenous Land Use Agreement dated 19 August 2013 authorises the Mayor and Chief Executive Officer to sign and attach the Council Seal to the final Kaurna Peoples / Local Government Indigenous Land Use Agreement.”
## 13. NEW ITEMS

### MONDAY 26 AUGUST 2013

<table>
<thead>
<tr>
<th>Item</th>
<th>Description</th>
</tr>
</thead>
<tbody>
<tr>
<td>13.1</td>
<td>Dublin Oval Stage 2 Irrigation Project (CON12/907)</td>
</tr>
<tr>
<td>13.2</td>
<td>Submission to AMLRNRM Board - Adelaide and Mount Lofty Ranges Natural Resources Management Plan (CON12/313)</td>
</tr>
<tr>
<td>13.3</td>
<td>Coastal Settlements Adaptation Study – Community Engagement Strategy (CON12/337)</td>
</tr>
<tr>
<td>13.4</td>
<td>Coastal Settlements Adaptation Study – Draft State of Play (CON12/337)</td>
</tr>
<tr>
<td>13.5</td>
<td>Amendments to the Capital Road Works Program 2013/2014 (CON12/1197)</td>
</tr>
<tr>
<td>13.6</td>
<td>Elector Representation Review – Community Consultation (CON12/520)</td>
</tr>
<tr>
<td>13.7</td>
<td>Illegal Use of Motor Vehicle (CON12/886)</td>
</tr>
<tr>
<td>13.1</td>
<td>Dublin Oval Stage 2 Irrigation Project</td>
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<tr>
<td>Document No:</td>
<td>13/</td>
</tr>
<tr>
<td>Report Date:</td>
<td>26 August 2013</td>
</tr>
<tr>
<td>Prepared by:</td>
<td>Governance Coordinator</td>
</tr>
</tbody>
</table>

**Corporate Objective:** 3.6 Council buildings, facilities and assets that meet community needs.

**Purpose:** To seek Council's approval to proceed with the Dublin Cricket Club proposal to undertake Stage 2 Irrigation of the Dublin Oval.

**Recommendation:** "that the Council having considered Item 13.1 *Dublin Oval Stage 2 Irrigation Project* dated 26 August 2013 recommends Council approve the expenditure of up to $10,000 (ten thousand dollars) towards the proposal."
## Impact Summary

### Strategic

<table>
<thead>
<tr>
<th>Economic</th>
<th>Nil</th>
</tr>
</thead>
<tbody>
<tr>
<td>Built Environment</td>
<td>Nil</td>
</tr>
<tr>
<td>Natural Environment</td>
<td>Nil</td>
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<tr>
<td>Community</td>
<td>Nil</td>
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</tbody>
</table>

### Organisational and Governance

<table>
<thead>
<tr>
<th>Financial</th>
<th>The proposed Stage 2 Irrigation of the Dublin Oval has not been considered as part of the 2013-2014 Budget process and the approval of the proposal will have an impact of $10,000 (ten thousand dollars) to Council’s budget, with the Dublin Cricket Club budgeting $8,000 (eight thousand dollars) to the proposal. Quotes received are: Virginia Irrigation - $22,297.00, &amp; Lomman Irrigation Pty Ltd – 16,298.00</th>
</tr>
</thead>
<tbody>
<tr>
<td>Legislation</td>
<td>Nil.</td>
</tr>
<tr>
<td>Risk</td>
<td>The Dublin Oval is utilised by the Dublin Cricket Club and members of the public on a regular basis with the Dublin Cricket Club utilising the oval surface at least three (3) times per week during the summer months. While two-thirds of the playing surface is adequately covered and of a level nature there is an area at the Southern end of the oval which is not grass covered and undulating. The proposal and completion of the Stage 2 Irrigation will ensure a safe and effective playing surface minimising the risk of injury to the general community.</td>
</tr>
<tr>
<td>Consultation</td>
<td>Employees have met with the Dublin Cricket Club on two (2) occasions to discuss the proposed Stage 2 Irrigation and the requirements and associated costs of such a proposal.</td>
</tr>
<tr>
<td>Asset Management Plans</td>
<td>The approval of the Stage 2 Irrigation will see a vast improvement of the Dublin Oval and its use by the Dublin Cricket Club and the general public.</td>
</tr>
<tr>
<td>Service Standards</td>
<td>The approval of this proposal will see the improved useability of the Dublin Oval while ensuring a safe playing surface.</td>
</tr>
</tbody>
</table>
Background

The Dublin Oval is currently leased to the Dublin Cricket Club Incorporated until 21 December 2013 with one (1) Right of Renewal of five (5) Years.

The Dublin Cricket Club utilises the oval precinct during the cricket season generally mid September to April annually. In addition to the Dublin Cricket Club the oval and adjoining facilities such as cricket nets and the playground are used by the general public on a frequent basis.

The Dublin Cricket Club has approximately fifty (50) members comprising five (5) cricket teams, both adults and youth teams. They utilise the oval facilities every Tuesday, Thursday and Saturday during the cricket season.

The Dublin Cricket Club was successful in securing funding to complete Stage 1 Irrigation (attached) of the Dublin Oval which covers approximately 50% of the playing surface. This irrigation is confined to the Northern end with the proposed Stage 2 to cover the Southern end of the playing surface. There are currently areas of the Southern end which are undulating and bare which poses a safety risk to both the community and members of the cricket club and visiting teams. The completion of Stage 2 will significantly minimise these risks and see a vast improvement of the playing surface.

Stage 1 irrigation was completed with the view to further irrigation being installed at a later period and as such the Stage 1 irrigation is compatible with the system quoted in Stage 2 (attached). The proposed Stage 2 Irrigation would see a vast improvement in the playing surface minimising the associated risks to its users. In addition the proposal will allow for improved watering times (due to the automated system), quantities (due to the automated system and specific water coverage of the playing surface), and should negate the use of ageing and potentially un-safe plant and equipment.

The Dublin Cricket Club has allocated $8,000 (eight thousand dollars) to the Stage 2 Irrigation proposal and has also indicated that it intends to source external funding to continue to improve the on-going irrigation infrastructure of the Dublin Oval, in addition to the general amenities of the Dublin Oval. The Dublin Cricket Club currently undertakes a wide range of maintenance at the site and has made significant improvements to the safety and usability of the oval and its infrastructure.

The Dublin Cricket Club has indicated that it wishes to remain at the Dublin Oval beyond its current lease agreement, has strong local membership and has provided Council with its DRAFT 2013-2018 Strategic Plan (attached).

Council is asked to consider the allocation of up to $10,000 from its Discretionary Fund or an additional allocation in the 2013/14 budget that would be treated as a non-discretionary item at the first budget review.
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About Our Club

The Dublin Cricket Club was established in 1985. Its home ground and club rooms are located at Dublin Oval in Dublin. Dublin Cricket Club currently competes in the Para District Cricket Association (PDCA) following the demise of the Lower Gilbert Cricket Association at the conclusion of the 2010/11 season.

The Dublin Cricket Club's primary purpose is to provide a healthy, safe and friendly environment for those who enjoy playing the game of cricket. It is the strong aim of this strategic plan to address the changing needs of club membership.

Past Performance

On field


Off field

After many years of battling to break even, the club has returned profits for the past six consecutive seasons. This has provided us with capacity to strategically invest in infrastructure to support our long term sustainability.

Current Position

On field

With an aging senior player list it is imperative that the Club retains players currently in the 16-26 year age bracket and that the Club supports the progression of cricketers from junior to senior ranks over the next two to three years. Junior membership is an area that needs ongoing attention due to the lack of interest in junior cricket in the local area. An off-season recruiting program is required to be developed and implemented. In 2013/14 it is anticipated that the Club will enter a second men's team in Grade 3 of the PDCA.

Off field

Our current financial situation is sound. The Club has, however, identified the need to invest a significant portion of the clubs available finances to ensure the successful accomplishment of the initiatives as set out in this strategic plan. The Club is retaining members as a result of the friendly social environment it has cultivated and as a result, it is likely that the coming 2013/14 season will see the club membership increase.
Strategic Initiatives

This strategic plan is underpinned by four major strategic initiatives:

1. Breeding a Culture of Success;
2. Superior Administration;
3. Youth Development;

1. Breeding a Culture of Success

On-field success is the result of:

- Attracting and retaining talented/skilled cricketers;
- Successful development of youth;
- Adherence to discipline and specific behaviours of individuals within a team setting.

The club is mindful of a need to attract and retain talented cricketers which promotes the skill development and enjoyment of others who play amongst them. There is also the need to encourage the development of all players to satisfy their desire to continually improve themselves.

Success should not be purely the result of a desire to win but instead the byproduct of skill and behavioural development. Therefore, our strategy is not to breed a desire to win but instead to breed a "culture of success".

<table>
<thead>
<tr>
<th>Action</th>
<th>Measurement</th>
</tr>
</thead>
<tbody>
<tr>
<td>Increase awareness and raise profile of the Club, promote the Club as</td>
<td></td>
</tr>
<tr>
<td>the ‘Club of Choice’ within the district.</td>
<td>On-going recruitment of cricketers.</td>
</tr>
<tr>
<td>Successful coaching and development of cricketers.</td>
<td>Provision of a suitably qualified coach who will provide an advanced level of individual coaching.</td>
</tr>
<tr>
<td>On-field (training and match day) behavioural expectations.</td>
<td>Development of a &quot;code of conduct&quot; relating to on-field behavioural expectations for players.</td>
</tr>
<tr>
<td>Adopt a professional, committed and disciplined approach to training,</td>
<td></td>
</tr>
<tr>
<td>preparation and playing.</td>
<td>Identify and develop key leaders and provide support for them to develop, as well as developing key current and prospective players.</td>
</tr>
</tbody>
</table>
4. Social & Community Involvement

The committee and members of the Dublin Cricket Club believe they have a responsibility to promote the sporting and social benefits of the club to those in our community who are financially or otherwise disadvantaged.

In this strategic plan we aim to measure the success of the club against the ability to provide a range of cricketing and social projects aimed at delivering fun, friendship and healthy wellbeing to those who feel that they are unable to participate in the club because of financial or other difficulties.

Access to free sporting equipment and full subsidisation of junior membership for those who decide to come to play at the club are amongst some of the key initiatives underpinning this strategic theme.

<table>
<thead>
<tr>
<th>Action</th>
<th>Measurement</th>
</tr>
</thead>
<tbody>
<tr>
<td>Increase the awareness of local residents about the purpose of our Club and how it assists their community.</td>
<td>Hold an annual registration day and provide information to local residents highlighting the benefits of our Club in their community.</td>
</tr>
<tr>
<td>Off field success.</td>
<td>Ensure we are diligent in welcoming new players and offering them all the support they need. Make the Club an attractive proposition for all prospective players, partners and families.</td>
</tr>
<tr>
<td>Social development for all junior members.</td>
<td>Provision of a targeted events calendar providing junior players and their families the opportunity to socialise in a friendly, safe and responsible atmosphere.</td>
</tr>
</tbody>
</table>

Risks and Proposed Actions

<table>
<thead>
<tr>
<th>Risk Description</th>
<th>Likelihood</th>
<th>Action</th>
<th>Comment</th>
</tr>
</thead>
<tbody>
<tr>
<td>Failure to recruit cricketers.</td>
<td>High</td>
<td>Targeted advertising and word of mouth campaigning.</td>
<td>If unsuccessful in recruitment there would need to be greater emphasis placed on the development of current juniors and their migration to senior teams.</td>
</tr>
<tr>
<td>Failure to recruit qualified coach.</td>
<td>High</td>
<td>Targeted advertising and word of mouth campaigning.</td>
<td>If unable to secure a qualified coach it is essential that the Club provides the relevant training and resources to any interested person.</td>
</tr>
<tr>
<td>Unsuccessful grant submissions.</td>
<td>Medium</td>
<td>Development of strategic plan and targeted initiatives will assist us in receiving grants.</td>
<td>Researching of new grant opportunities to increase potential for success.</td>
</tr>
<tr>
<td>Failure to deliver social development</td>
<td>Medium</td>
<td>Seek feedback from younger members prior to the development of social events</td>
<td>Social development highlighted in strategic plan.</td>
</tr>
</tbody>
</table>
Authorisation of Strategic Plan

<table>
<thead>
<tr>
<th>Revision</th>
<th>Description</th>
<th>Date</th>
<th>Authority</th>
</tr>
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<tbody>
<tr>
<td>01</td>
<td>Initial Issue of the Document</td>
<td></td>
<td>Committee Decision</td>
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</table>
**13.2 Submission to AMLRNRM Board - Adelaide and Mount Lofty Ranges Natural Resources Management Plan**

<table>
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<th>CON12/313</th>
</tr>
</thead>
<tbody>
<tr>
<td>Document No:</td>
<td>D13/16094</td>
</tr>
<tr>
<td>Report Date:</td>
<td>26 August 2013</td>
</tr>
<tr>
<td>Prepared by:</td>
<td>Strategic Projects Coordinator</td>
</tr>
</tbody>
</table>

**Corporate Objective:**

4.1.1 Promote and support natural resource management initiatives at the local level.

**Purpose:**

To seek Council endorsement of the submission to the Adelaide and Mount Lofty Ranges Natural Resources Board on the draft Adelaide and Mount Lofty Ranges Natural Resources Management Plan.

**Recommendation 1:**

“that Council, having considered Item 13.2 Submission to AMLRNRM Board - Adelaide and Mount Lofty Ranges Natural Resources Management Plan dated 26 August 2013, endorses the submission on behalf of Council.”

**Recommendation 2:**

“that Council having considered Item 13.2 Submission to AMLRNRM Board - Adelaide and Mount Lofty Ranges Natural Resources Management Plan dated 26 August 2013, authorises the Chief Executive Officer to forward the submission to the Adelaide and Mount Lofty Ranges Natural Resources Management Board for consideration.”
### Impact Summary

#### Strategic

| Economic | Council may be required to implement some of the strategies contained in the Adelaide and Mount Lofty Ranges Natural Resources management Plan. Whilst this may have budgetary implications for Council, it may provide the opportunity for Council to seek funding from the NRM Board for funding or add additional value to funding applications to other agencies. |
| Built Environment | Nil |
| Natural Environment | It is essential that Council is well informed on the management and monitoring of the high environmental assets within the District Council of Mallala and provides feedback to relevant agencies when required. The Plan is a clear, defensible and transparent statement of what needs to be done in natural resource management, why action is needed, and how best possible actions can be determined and delivered. |
| Community | One of the strengths of the NRM Planning process is that is seeks community participation during its development. This draft plan has been developed over two years with significant community input and regional knowledge. |

#### Organisational and Governance

| Financial | Council may be required to implement some of the strategies contained in the Adelaide and Mount Lofty Ranges Natural Resources Management Plan. The Plan may assist Council to secure finding sources to implement actions detailed in the Plan. |
| Legislation | The Regional NRM Plan has been prepared in accordance with the requirements of the Natural Resource Management Act. Council must remain mindful of its obligations to comply with the Natural Resource Management Act. |
| Risk | Nil |
| Consultation | Consultation on the Regional NRM Plan has been conducted in accordance with the Act. Council must ensure that it seeks the views of the community with matters regarding of environmental assets. EMAC were consulted in the preparation of the submission. |
| Asset Management Plans | Nil |
| Service Standards | Nil |

<<26 August 2013>>
Background

The Adelaide and Mount Lofty Ranges Natural Resources Management Board (AMLRNRM Board) has released the draft Adelaide and Mount Lofty Ranges Natural Resources Management Plan for consultation. Consultation on the draft plan closes 2 September 2013. Feedback on the draft plan must be provided on a NRM Board feedback form.

Discussion

The Adelaide and Mount Lofty Ranges Natural Resources Management Plan (The Plan) has been formed over two years with significant community input and regional knowledge. The Plan builds on local knowledge and combines it with technical and scientific input from many experts including a leader in resilience thinking. This is the second plan developed for the Adelaide Mount Lofty Region.

The first plan, released in 2008, set specific targets, many of which have been achieved, but ecological knowledge has since grown and matured.

This second plan for the region, takes a landscape approach. The NRM Board is of the view that a more holistic approach to ecosystems is required and therefore a landscape approach to management would be more effective rather than that previously undertaken in developing the first NRM Plan.

The Plan can be viewed at the following link -

The main changes in the new plan are:

• a systems based approach underpinned by resilience thinking. This includes consideration of social and economic influences
• identifying specific priorities for action in each part of the region that will provide opportunity to better identify where key stakeholders fit in the plan
• decisions about actions using a transparent prioritisation process.

The Plan is made up of two volumes, namely:

Volume 1: Strategic Plan for the Adelaide and Mount Lofty Ranges Region 2014 – 2024:

• A 10 year strategic plan for the region, which applies to all stakeholders managing natural resources in the region.

Volume 2: Adelaide and Mount Lofty Ranges Natural Resources Management Board Business and Operational Plan 2014/15 –2016/17:

• Outlines how the board will invest the money that it raises through levies and other funding sources. This plan remains a draft until officially accepted by the Minister for Sustainability, Environment and Conservation.

Volume 1: Strategic Plan for the Adelaide and Mount Lofty Ranges Region 2014 – 2024:

In Volume 1 of the Plan, the Adelaide and Mount Lofty Ranges Region is divided up into 7 sub-regions, namely:

• Metropolitan Adelaide
• Northern Coast and Plains
• Northern Hills
• Central Hills
• Willunga Basin
• Fleurieu Peninsula
• Marine
The Plan details priorities for each of the sub regions. The District Council of Mallala is within the boundary of the Northern Coast and Plains subregion. Priorities for the whole of this sub region with additional priorities set for Coast areas and areas located further inland on the Adelaide Plains.

For the entire Northern Coast and Plains subregion the set priorities are:

- build community knowledge and support for the value of the biodiversity of the area, especially northern coast, particularly with respect to recreational use
- encourage increased demand and supply of alternative water sources for fit-for-purpose uses (stormwater and recycled water)
- manage remnant vegetation and habitats to reduce or halt population declines of at-risk species (including threatened species and ecological communities) and build resilience into the system facilitate integrated climate change adaption of people and the landscape.

For areas along the Northern Coast the priorities described in the Plan are

- restore and rehabilitate the northern coast saltmarsh and shrubland system (with the highest priority around Port Prime) including planning for climate change impacts on species distribution
- promote and advocate for formal protection of the Light River delta
- minimise the impacts of new development (particularly agricultural, industrial and urban) in the northern coast and adjacent subregions through appropriate land use planning controls
- ensure that land use planning decisions allow for the retreat from sea level rise (as a result of climate change) of northern coastal landscapes (samphire, mangroves and shrubland)
- improve the condition of the Barker Inlet and Gawler River estuaries through reducing land based impacts
- protect migratory shorebirds habitat and increase the knowledge of the value of this habitat within the community.

For areas along the Northern Plains priorities described in the Plan are:

- protect remnant vegetation where practical, particularly on road reserves, buffering existing remnants
- promote sustainable land management practices to reduce the risk of erosion in broadacre agriculture
- support agriculture and horticulture to adapt to climate change or transition to alternative business models
- protect water resources for aquatic health and agricultural use (quality)
- protect and restore the Light and Gawler rivers riparian zones for improved biodiversity and water quality outcomes
- manage the allocation and use of water resources to provide water for the environment and for sustainable use by industry (quantity)
- promote sustainable horticulture management to reduce impacts on the environment
- protect priority primary production areas from inappropriate development to maintain industry and business viability

<<26 August 2013>>
The NRM levy helps fund action in the Regional Plan. How the levy is used is clearly described in the Plan. The levy supports land managers, local communities, industry, government and other stakeholders to achieve balanced use and conservation of natural resources. This includes activities centred on land management, control of pests and sustainable use of water resources.

The levy also supports communities to obtain additional funding from local, state and federal government initiatives, and from non-government organisations and industry. Levy funds are leveraged to increase the funding in the region.

Volume 2 of the Plan documents a three year rolling business plan that is updated annually. Its primary purpose is to outline:

- the income that the board receives through levies and other funding
- how the board will spend that money to support the implementation of the Strategic Plan and support achieving the regional targets
- the conditions under which the board will issue a permit for a water affecting activity.

The board expects to receive funds to implement the plan from a range of sources. These include the regional NRM Levy, the NRM Water Levy and various State and Federal Government funding programs. The table below summaries the courses of income described in Volume 2 of the Plan.

<table>
<thead>
<tr>
<th>Funding Source</th>
<th>2013/14</th>
<th>2014/15</th>
<th>2015/16</th>
<th>2016/17</th>
</tr>
</thead>
<tbody>
<tr>
<td>Division 1 - Regional NRM Levy</td>
<td>24,500,000</td>
<td>25,235,000</td>
<td>25,900,000</td>
<td>26,700,000</td>
</tr>
<tr>
<td>Division 2 Water Levy (prescribed water resources)*</td>
<td>325,000</td>
<td>325,000</td>
<td>325,000</td>
<td>325,000</td>
</tr>
<tr>
<td>Division 2 Water Levy (public water supply)</td>
<td>1,200,000</td>
<td>1,200,000</td>
<td>1,200,000</td>
<td>1,200,000</td>
</tr>
<tr>
<td>Interest</td>
<td>350,000</td>
<td>200,000</td>
<td>200,000</td>
<td>200,000</td>
</tr>
<tr>
<td>Caring for Our Country – Base funding regional organisations</td>
<td>2,200,000</td>
<td>2,131,000</td>
<td>2,131,000</td>
<td>2,131,000</td>
</tr>
<tr>
<td>Biofund – Samphire Coast</td>
<td>531,000</td>
<td>480,000</td>
<td>640,000</td>
<td>680,000</td>
</tr>
<tr>
<td>Biofund – Resilient Landscapes</td>
<td>1,238,000</td>
<td>1,170,000</td>
<td>1,200,000</td>
<td>1,230,000</td>
</tr>
<tr>
<td>NRM Planning for Climate Change</td>
<td>0</td>
<td>24,000</td>
<td>24,200</td>
<td>0</td>
</tr>
<tr>
<td>Other Income</td>
<td>190,000</td>
<td>100,000</td>
<td>100,000</td>
<td>100,000</td>
</tr>
<tr>
<td>Pest Control Recoverable (Crown and landholder)</td>
<td>0</td>
<td>75,000</td>
<td>75,000</td>
<td>75,000</td>
</tr>
<tr>
<td>Council contribution to GPT maintenance*</td>
<td>0</td>
<td>40,000</td>
<td>40,000</td>
<td>40,000</td>
</tr>
<tr>
<td><strong>Total Income</strong></td>
<td>30,534,000</td>
<td>30,980,000</td>
<td>31,835,200</td>
<td>32,681,000</td>
</tr>
</tbody>
</table>
In 2014/15 the NRM Board intends to spend funds in the following way

- Land management and change $16,910,000
  - water management (including stormwater)
  - coast and marine management

- Economic impacts $2,200,000
  - sustainable industries
  - water reuse

- Knowledge and capacity $6,420,000
  - support volunteers and sustainability centres
  - increase knowledge and capacity of natural resource managers
  - school education

- Planning and improvement $4,780,000
  - Regional and subregional planning
  - Water allocation planning
  - Monitoring, evaluation, reporting and improvement

- Climate change $670,000
  - ecosystems adaption
  - primary production adaptation

The NRM Plan was circulated to EMAC members out of session seeking comments on the new Plan. Comments have been collated and included in the feedback form (Attachment 1) as required by the AMLRNRM Board. The AMLRNRM Board requires the Feedback Form to be completed and submitted online.

Summary

The Adelaide and Mount Lofty Ranges Natural Resources Board has released the draft Adelaide and Mount Lofty Ranges Natural Resources Management Plan for consultation. Both the Environmental Management Advisory Committee and Council staff have assessed that Plan and provided responses on the Feedback Form provided by the Adelaide and Mount Lofty Ranges Natural Resource Management Board.
**Draft Adelaide and Mount Lofty Ranges Natural Resources Management Plan**

**Q1. How do the subregional priorities connect with your knowledge of what action is required in the subregion? Are there any gaps?**

The District Council of Mallala is within the Northern Coast and Plains Subregion. In most parts the regional priorities connect with the actions that have been identified by the Council. There are however gaps in addressing:

- feral animal and pest plant weed control,
- inland sand mining and vegetation clearance,
- the recreational use of off road vehicles in high conservation value areas, and
- the recognition of significant high value conservation areas such as the Dublin Parkland, Pengilly Scrub, the Reeves Plains Sand Hills and the Pt Prime Conservation areas.

Coastal management actions are well covered and highlighted. These include improving the condition of both the Port Gawler Estuary and the Light River Delta.

There is a growing concern in the region to the encroachment of horticulture land use into primary production areas. This raises issues such as spray drift and other related interface issues. The plan does not address these issues.

**Q2. Does the plan make sense and are there any tools we could develop that would make it easier to find the information of interest to you?**

The AMLRNRNRM Plan does make sense and there are additional developments that would make it easier to find the information.

The insertion of hyperlinks into the document index would assist with quick and easy navigation to sections of specific interest.

The development of an interactive subregion map that includes the following features when viewed on line:

- significant features such as recognised high conservation areas, major water courses and other topographical features
- hyperlinks that highlights text that is relevant to specific localities or topographical features.
- multi-layers that separately illustrates high, medium and low priorities for each locality.

**Q3. How well does the information and drivers identified in the plan align with your knowledge of the systems in the region?**

The Plan highlights key river systems within the North Coast and Plans subregion and the links between the coast and the hills.

In previous AMLRNRNRM Plans coastal regions and inland regions were distinctly separate. For Councils such as Mallala this separation assisted to isolate coastal management, riparian management and land management thereby making the securing of funding and the management of projects, particularly in linear coastal environments, much simpler. Given the large extent of coastline within DC Mallala that is of high environmental value, the ability to source separate funding for specialised projects is paramount.
Given the extensive environmental assets within the District Council of Mallala both along the coastline and inland, additional resources are required. Such resources include the placement of additional Natural Resource Management Officers to manage projects and implement the priority actions detailed in the AMLRNRM Plan.

Q4. Where does the plan align with your goals and do you see opportunities to partner with us?

The AMLRNRM Plan aligns with the following Outcomes and Strategies detailed in the District Council of Mallala Strategic Plan 2013-2016.

A Growing Tourism Industry
- Promote and support local and regional tourism initiatives
- Work with Regional and State tourism bodies to identify, develop and promote local coastal and rural tourism opportunities
- Encourage and promote the development of accommodation services within the District

Protected, Valued and Enhanced Natural Environrs
- Promote and support natural resource management initiatives at the local level
- Manage and maintain Council’s community land, reserves and open space
- Establish and implement plans for sustainable coastal land use and conservation of ecosystems
- Implement parks, reserves and garden improvements that maintain and enhance the character of townships
- Ensure preservation and maintenance of environmental heritage and rural living zones

Responsiveness to Climate Change
- Investigate and plan for climate change impacts at the local level in partnership with the community, government and the private sector
- Identify and pursue appropriate initiatives to reduce greenhouse gases and energy consumption, investigating alternative energy sources

As illustrated in the strategies above the District Council of Mallala has made a commitment to work in partnership with the community and the government sector. Clearly this includes the Adelaide and Mount Lofty Ranges Natural Resource Management Board which Council has enjoyed an ongoing working relationship with.

Q5. Any other Comments?

<table>
<thead>
<tr>
<th>Plan Volume</th>
<th>Section and Page Number</th>
<th>Comments</th>
</tr>
</thead>
<tbody>
<tr>
<td>1</td>
<td>4.2.1</td>
<td>There is no mention of Two Wells as a town but it is mentioned in 4.2.2 as a town. Consistency is recommended</td>
</tr>
<tr>
<td>1</td>
<td>4.2.4 pg 84</td>
<td>Only mentions the Port Gawler Conservation Park as a protected area. Dublin Parklands and Pengilly Scrub are both heritage listed areas and need to be included.</td>
</tr>
<tr>
<td>1</td>
<td>4.2.4 pg 84</td>
<td>Reeve Plains Sand Hills is only mentioned in a “blue” square, not mentioned anywhere else regarding the impact of sand mining. Other statements regarding the sand mining relate to coastal areas. This is an important areas in the northern plains.</td>
</tr>
</tbody>
</table>

<<26 August 2013>>

Page 82
<table>
<thead>
<tr>
<th>Plan Volume</th>
<th>Section and Page Number</th>
<th>Comments</th>
</tr>
</thead>
<tbody>
<tr>
<td>1</td>
<td>4.2.2 pg 89</td>
<td>‘what is disappearing from the landscape” no mention of sand mining as having an impact on vegetation loss. It must be noted that historically sand mining has occurred in many areas across the Reeves Plains. This land was cleared of native vegetation so that both sand mining activities and farming activities could occur.</td>
</tr>
<tr>
<td>1</td>
<td>4.2.5 pg 99</td>
<td>The issue of horticulture activities encroaching on primary production areas has been a long standing issue in the District Council of Mallala. This raises issues such as spray drift and other related interface issues. The AMLRNRM Plan does not address these issues. Council has undertaken a project in collaboration with the City of Playford, AMLRNRM Board PIRSA and RDA to investigate the social, economic and environmental factors affecting the Virginia and Northern Adelaide Plains Horticulture Industry. The findings of the study will, in part, inform a Horticulture and Rural Areas DPA. Council may seek some direction from the NRM Board in the development of this DPA.</td>
</tr>
<tr>
<td>1</td>
<td>4.2.4 pg92</td>
<td>The Plan identifies agriculture as having potential impacts of the Gawler River corridor but makes no reference to the impacts of urban growth such as vegetation clearance and stormwater run off.</td>
</tr>
<tr>
<td>Corporate Objective:</td>
<td>5.2 Informed and Engaged Community, Stakeholders and Staff</td>
<td></td>
</tr>
<tr>
<td>----------------------</td>
<td>----------------------------------------------------------</td>
<td></td>
</tr>
<tr>
<td>Purpose:</td>
<td>To seek endorsement of the Mallala Coastal Settlements Adaptation Study Community Engagement Strategy prepared by URS Australia.</td>
<td></td>
</tr>
</tbody>
</table>
## Impact Summary

### Strategic

<table>
<thead>
<tr>
<th>Economic</th>
<th>Once completed the Coastal Adaptation Study will ensure that Council has a more accurate understanding of costs associated with predicted climate change impacts on the private and public assets located at the Coastal settlements of Thompson Beach, Middle Beach, Parham and Webb Beach.</th>
</tr>
</thead>
<tbody>
<tr>
<td>Built Environment</td>
<td>Once completed the Coastal Adaptation Study will highlight the most appropriate strategy to respond to the predicted climate change impacts on both Council infrastructure and coastal settlements.</td>
</tr>
<tr>
<td>Natural Environment</td>
<td>Whilst the study focuses on the impacts of the built environment the study identifies natural assets that will be the subject of subsequent studies to determine predicted climate change impacts.</td>
</tr>
<tr>
<td>Community</td>
<td>Property owners within coastal settlements will benefit from a greater understanding of the climate change impacts and will be in a more informed position to make long term plans.</td>
</tr>
</tbody>
</table>

### Organisational and Governance

<table>
<thead>
<tr>
<th>Financial</th>
<th>Funds associated with the development of the Coastal Adaptation Study have already been allocated by Council.</th>
</tr>
</thead>
<tbody>
<tr>
<td>Legislation</td>
<td>NIL</td>
</tr>
<tr>
<td>Risk</td>
<td>Risk Assessment will be incorporated into the Coastal Adaptation Study.</td>
</tr>
<tr>
<td>Consultation</td>
<td>It is envisaged that a community consultation program will be incorporated into the Coastal Adaptation Study.</td>
</tr>
<tr>
<td>Asset Management Plans</td>
<td>Asset Management Plans may need to be revised and amended pending the result of the Coastal Adaptation Study.</td>
</tr>
<tr>
<td>Service Standards</td>
<td>NIL</td>
</tr>
</tbody>
</table>
Background

In 2012 the LGA and the University of South Australia jointly undertook the Coastal Adaptation Decision Support Pathways (CADSP) project. This project aimed to assess and quantify likely impacts from sea water inundations and erosions as a result of climate change on existing council assets and to identify decision pathways for a range of adaptation options.

The District Council of Mallala then sought the services of the University of South Australia- School of Natural and Built Environments to identify and evaluate potential sea level rise adaptation strategies for the coastal settlements of Thompsons Beach, Middle Beach, Parham and Webb Beach using the Decision Mapping Tool and Financial Simulation Model developed by the CADSP Project. The intent of the Coastal Settlements Adaptation Study is to clearly define the benefits, risks and estimated costs associated with realistic and achievable adaption options, such that these options can be subsequently presented to the community for informed consideration.

The coastal settlements of Thompson Beach, Webb Beach, Parham and Middle Beach are low lying and subject to coastal hazards such as sea flooding and erosion. Future sea level rise will exacerbate the coastal hazards already faced by these low lying settlements, particularly in relation to sea flooding during storm surge events.

It is essential that the views and consideration of the residents in the four affected coastal settlements are considered when considering the most appropriate coastal settlements adaptation options. With this in mind administration engaged URS Australia through a tender selection process to devise and implement the public consultation component of this project to ensure that public consultation is both effective and timely.

Discussion

The following criteria were applied to the Consultation component of the Project:

- Consultation will take place take place at a stage when there is scope to influence the project outcome.
- Consultations will normally last for at least six weeks
- Consultation documents will be clear about the consultation process, what is being proposed, the scope to influence and the expected costs and benefits of the proposals.
- Consultation exercises will be designed to be accessible to, and clearly targeted at, those people the project outcomes will affect.
- Consultation responses will be analysed carefully and clear feedback will be provided to participants following the consultation.

URS Australia has developed a Communication Strategy for endorsement by Council prior to its implementation. A copy of the Mallala Coastal Settlements Adaptation Study Community Engagement Strategy is provided in Attachment ###.

As described in the strategy community engagement will provide residents and property owners in the affected towns with an opportunity to participate in identifying risks and prioritising options for adapting to rising sea levels.
The engagement process will concentrate on:

- Early engagement with community representatives
- Providing an opportunity for face to face discussions with the community and stakeholders (including two workshops)
- Use of modelling and visual aids to make the research and adaptation options easy to understand
- Employing a variety of engagement methods to reach a cross section of the community
- Bringing creativity and a relaxed atmosphere into the community engagement
- Ensuring the data collected is useful to the UniSA research team for completion of their reports.

A schedule of activities is summarised in Section 6.0 Schedule of Activities of the Strategy.

Summary

Public and private assets and infrastructure are likely to be affected by long-term shifts in climate. The challenge for the District Council of Mallala is to adapt to the likely impacts of climate change utilising a timely, feasible and financially achievable process.

The use of specially developed tools such as the Decision Map Tool and the Financial Simulation Model Tools in the development of the Coastal Settlements Adaptation Study will assist in the development of robust strategies and policies to best respond to predicted climate change impacts on coastal settlements and Council infrastructure.

It is essential that the views and consideration of the residents in the four affected coastal settlements are considered when considering the most appropriate coastal settlements adaptation options. With this in mind administration engaged URS Australia to devise and implement the consultation component of this project to ensure that public consultation is both effective and timely. Administration is seeking Council endorsement of the strategy prior to its implementation.
**Corporate Objective:**

<table>
<thead>
<tr>
<th></th>
<th>1.5.1 Support the community in planning responsiveness and recovery for emergencies</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td>4.3.1 Investigate and implement appropriate flood mitigation measures</td>
</tr>
<tr>
<td></td>
<td>4.3.2 Manage and maintain Councils flood control infrastructure</td>
</tr>
<tr>
<td></td>
<td>4.4.1 Investigate and plan for climate change impacts at a local level in partnership with the community, government and the private sector</td>
</tr>
</tbody>
</table>

**Purpose:**

To seek endorsement of the Coastal Settlements Coastal Adaptation Study - State of Play Report prior to releasing the report for public consultation.

**Recommendation 1:**

“that, having considered Item 13.4 Coastal Settlements Adaptation Study - Draft State of Play Report, dated August 2013, that Council endorses the Report.”

**Recommendation 2:**

“that, having considered Item 13.4 Coastal Settlements Adaptation Study - State of Play Report, dated August 2013, that Council authorises the Chief Executive Officer to release the report for public consultation”
**Impact Summary**

### Strategic

<table>
<thead>
<tr>
<th>Economic</th>
<th>Once completed the Coastal Settlements Adaptation Study will ensure that Council has a more accurate understanding of costs associated with predicted climate change impacts on the private and public assets located at the Coastal settlements of Thompson Beach, Middle Beach, Parham and Webb Beach.</th>
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</tr>
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### Organisational and Governance

<table>
<thead>
<tr>
<th>Financial</th>
<th>Funds associated with the development of the Coastal Settlements Adaptation Study have already been allocated by Council.</th>
</tr>
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<tbody>
<tr>
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</tr>
<tr>
<td>Consultation</td>
<td>It is essential that the views and consideration of the residents in the four affected coastal settlements are considered when considering the most appropriate coastal settlements adaptation options. With this in mind administration engaged URS Australia to devise and implement the consultation component of this project to ensure that public consultation is both effective and timely.</td>
</tr>
<tr>
<td>Asset Management Plans</td>
<td>Asset Management Plans may need to be revised and amended pending the result of the Coastal Adaptation Study</td>
</tr>
<tr>
<td>Service Standards</td>
<td>NIL</td>
</tr>
</tbody>
</table>
Background

The University of South Australia (UniSA) was commissioned by the District Council of Mallala to undertake work on a Coastal Settlements Adaptation Study in May 2013.

The aim of the study is to identify and evaluate potential sea level rise adaptation strategies for the coastal settlements of the Council. The intent is to clearly define the benefits, risks and estimated costs associated with realistic and achievable adaptation options.

Previous study has been undertaken in relation to the natural ecology of the Council region and some analysis has been completed of the policy framework in which Council operates to deal with coastal adaptation. However no investigation has been completed to date that relates specifically to the impact of rising sea levels on human settlements and Council infrastructure.

The prime focus of the Coastal Settlements Adaptation Study is to evaluate how rising sea levels, will impact the human settlements of Parham, Webb Beach, Thompson Beach and Middle Beach and to suggest adaptation strategies to cope with changes in sea level.

The study uses an adaptation of the Coastal Adaptation Pathways Decision Map developed by the Local Government Association of South Australia and UniSA for the Department of Climate Change and Energy Efficiency to identify and analyse the threats posed by sea level rise.

Each of the four settlements is reviewed within the following framework:

- Site history and existing policy framework.
- Existing protection – natural and manmade
- Analysis of the impact of sea level rise.
- Analysis of emergency access and egress.
- Profile of the assets at risk.
- Exploration of liability issues.
- Determination of monetary value of assets and adaptive solutions.
- Analysis of possible adaptation actions.

The study is conducted in three main stages:

Stage 1: Evaluate the impact of rising sea levels

In this stage site the methodology is to:

- consultation with Council staff and the Coast Protection Board,
- review existing Council and Coast Protection Board reports and correspondence,
- review Minutes of Council and Committee Meetings,
- conduct inspections of the settlements and surrounds,
- analyse flood mapping and evaluate settlement topography,
- collect housing and infrastructure data,
- physically survey to validate data

The findings of Stage 1 are described in the Coastal Settlements Adaptation Study - Draft State of Play Report. A copy of the report will be provided to Elected Members under separate cover.
Stage 2: Consultation phase

Subsequent to completion of the State of Play Report, Council and the public are invited to contribute to the report.

Members of the community serve as a valuable source of information about the history of interaction between the ocean and the settlements. Long standing Council employees, elected members, committee members and residents who have lived in the coastal settlements will be able to add to this report and assist in providing the missing information that is essential for a complete assessment of the issues.

The public consultation phase will conducted by URS Australia in accordance with the Mallala Coastal Settlements Adaptation Study - Community Engagement Strategy.

The findings of the consultation phase will be used to inform the final State of Play Report as well as the formulation of adaptive solutions.

Stage 3: Proposal of adaptive solutions

- There are five broad ways a Council can adapt to rising sea levels:
- Protect: use various means such as construction of sea walls, beach sand replenishment or installation of drainage swales to protect existing development;
- Accommodate: use means such as raising buildings, protecting buildings from flooding;
- Retreat: abandon settlements and move development inland in the face of rising sea levels. The concept of ‘retreat’ is also known as ‘planned retreat’.
- Defer: threats have been assessed, and perhaps costs and options analysed but there are valid reasons to wait until to a later date to act.
- Do nothing: ignore the risks and do nothing.

Summary

Members of the community serve as a valuable source of information about the history of interaction between the ocean and the settlements and may be able to assist in providing the missing information that is essential for a complete assessment of the issues.

The public consultation phase will conducted by URS Australia in accordance with the Mallala Coastal Settlements Adaptation Study - Community Engagement Strategy.

The findings of the consultation phase will be used to inform the final State of Play Report as well as the formulation of adaptive solutions.
Amendments to the Capital Road Works Program 2013/2014

Corporate Objective: 3.7.1 Ensure a safe and efficient network of local roads and associated infrastructure.

Purpose: To seek Council’s approval to amend the Capital Road Works Program 2013/2014.

Recommendation 1:
“that Council having considered Item 13.5 Amendments to the Capital Road Works Program 2013/2014, dated 26 August 2013 recommends that Council Administration pursue external funding, with the City of Playford, to assist with the Baker Road Ford project”.

Recommendation 2:
“that Council having considered Item 13.5 Amendments to the Capital Road Works Program 2013/2014, dated 26 August 2013 recommends that $1,000,000 operating budget from the Two Wells Roundabout be reallocated to the 2013/2014 Capital Works Road budget”.

Recommendation 3:
“that Council having considered Item 13.5 Amendments to the Capital Road Works Program 2013/2014, dated 26 August 2013 recommends that the Road Projects as listed be included as additions for inclusion in the 2013/2014 Capital Works Road budget:

- First Street, Dublin (Seventh Street to West Terrace)
- Trim Road, Two Wells (Russel Road to Kathleen Road)
- Russell Road, Two Wells (Dawkins Road to Trim Road)
- Williams Road, Two Wells (Jemima Crescent to Dawkins Road)
- Williams Road, Two Wells (Coats Rd to Jemima Crescent)
- Williams Road, Two Wells (end Street to Coats Road)
- Elizabeth Street, Two Wells (Donaldson Road to end)
- Gawler Road, Two Wells (Old Pt Wakefield Road to Rowe Court)
- Gawler Road, Two Wells (Old Pt Wakefield Road to Old Mallala Road)
- Old Mallala Road (Gawler Rd to Noble Crescent)
- McCord Rd, Two Wells (Germantown Road to Williams Road)
<table>
<thead>
<tr>
<th>Road/Location</th>
<th>Description</th>
</tr>
</thead>
<tbody>
<tr>
<td>Noble Crescent, Two Wells</td>
<td>(surface change to end)</td>
</tr>
<tr>
<td>Mallala Rd, Mallala</td>
<td>(Redbanks Road to Lindsay Street)</td>
</tr>
<tr>
<td>Joseph Street, Mallala</td>
<td>(Chivell Street to Elizabeth Street)</td>
</tr>
<tr>
<td>Balaklava Road, Mallala</td>
<td></td>
</tr>
<tr>
<td>Kerbing repairs (Miscellaneous)</td>
<td></td>
</tr>
<tr>
<td>Cameron Terrace, Mallala</td>
<td>(Feltwell Road to Adelaide Road)</td>
</tr>
<tr>
<td>Petticoat Lane, Two Wells</td>
<td>(Old Pt Wakefield Road to Gawler Road)</td>
</tr>
<tr>
<td>Webb Beach Road, Causeway Guard Railing</td>
<td></td>
</tr>
</tbody>
</table>
## Impact Summary

### Strategic

<table>
<thead>
<tr>
<th>Category</th>
<th>Description</th>
</tr>
</thead>
<tbody>
<tr>
<td>Economic</td>
<td>Capital Works Budget Review considerations for the year ending 30 June 2014</td>
</tr>
<tr>
<td>Built Environment</td>
<td>Roads to Recovery funding assists Council maintain its road network</td>
</tr>
<tr>
<td>Natural Environment</td>
<td>Nil</td>
</tr>
<tr>
<td>Community</td>
<td>Nil</td>
</tr>
</tbody>
</table>

### Organisational and Governance

<table>
<thead>
<tr>
<th>Category</th>
<th>Description</th>
</tr>
</thead>
<tbody>
<tr>
<td>Financial</td>
<td>If Council fail to meet the Roads to Recovery Funding criteria, current and future grant funding may be denied and Council may be forced to repay some already received Roads to Recovery Funding.</td>
</tr>
<tr>
<td>Legislation</td>
<td>Nil</td>
</tr>
<tr>
<td>Risk</td>
<td>Financial implications if Council does not met the Roads to Recovery spending criteria. Determining the optimum levels of road works to maximise the available Roads to Recovery funding.</td>
</tr>
<tr>
<td>Consultation</td>
<td>Nil</td>
</tr>
<tr>
<td>Asset Management</td>
<td>Asset Management Plan to be updated to reflect adjustments proposed in Capital Projects.</td>
</tr>
<tr>
<td>Plans</td>
<td></td>
</tr>
<tr>
<td>Service Standards</td>
<td>Nil</td>
</tr>
</tbody>
</table>
**Background**

During 2012-13, Council had applied for funding through the Black Spot program to help facilitate the upgrade of the Baker Road Ford in conjunction with the City of Playford. Council had been previously advised that the Federal funding was unsuccessful (Attachment 1) and was subject to State consideration. The State funding has also been unsuccessful (Attachment 2).

Following consideration of the Annual Business Plan and Budget for 2013-2014, Council resolved to remove the contribution to the Two Wells Roundabout project given the uncertainty as to when the Two Wells Residential Development DPA would be approved by the Minister for Planning. In doing so, Council would reconsider the project once the DPA was approved.

As a consequence of these actions, it is considered appropriate that Council review the 2013/14 Capital Road Works Program within the context of maintaining our annual threshold as part of the Roads to Recovery program.

**Discussion**

**Baker Road Ford Upgrade**

The total project cost for the upgrade was estimated at $500,000, with the project to be supported by the City of Playford and District Council of Mallala with the balance of funds from the Black Sport program. $82,500 had been set aside by Council.

The lack of committed external funding has resulted in the need to re-evaluate the upgrading of the Baker Road Ford for the year ending 30 June 2014. The City of Playford has not made any formal decision – though their administration has indicated a willingness to continue to find joint funding options.

Council has two options:

- Proceed without external funding, meaning that it would have to fully fund the $500,000 project. Council would have to resolve to increase capital funding for this to proceed.
- Seek a new Black Spot funding application that will be required to be submitted by Council prior to December 2013, with a decision received in July 2014. This would push the project out for a further year to commence in 2014-15.

At this stage, Council Administration would suggest that it explore further funding avenues with the City of Playford. Therefore, the $82,500 set aside will need to be reallocated to other projects to maintain spending level.

**Two Wells Roundabout**

As part of the Development Deed, Council is to part fund the construction of the Two Wells Roundabout. An operating budget of $1,000,000 was allocated by Council for 2013/2014. As noted in the Deed, the roundabout is to be constructed before the first dwellings in the new subdivision are occupied.

As previously advised, the DPA is likely to be approved by September 2013. Given the uncertainty of the approval, it is likely that the construction of the roundabout may not commence this financial year.

**Revised Program**

In reviewing the capital works program, Council has an obligation to meet the Roads to Recovery funding criteria. Total Road related Capital expenditure equals $1,740,098 plus the Round about funds of $1,000,000 for a total of $2,740,098. (The $1,740,098 includes the Baker Ford commitment).
A proposed list of replacement projects for this financial year is included in Attachment 3 for consideration and endorsement.

The list of roads includes an estimated cost of works to match the available funds $1,000,000 from the Two Wells Roundabout and the $82,500 from the Baker Road Ford Project for a total of $1,082,500. This requires the capitalisation of the $1,000,000 roundabout contribution.

The list takes into consideration the Road Matrix and Councillor and Customer requests.

In addition, there is an opportunity to use some of the $82,500 to address some of the key findings from the Baker Road Ford Safety Audit Report, to address signage/gate that had been deferred pending the Black Spot funding.

Summary

Following the deferral of the roundabout and the lack of external funding for the ford upgrade, it is proposed that the 2013/14 Capital Road Works Program be upgrade to include new projects to maintain the level of expenditure for the financial year to ensure Council meets the Roads to Recovery funding criteria.
Dear Mr Mansueto

2013/14 NATION BUILDING BLACK SPOT PROGRAM APPROVALS

The Commonwealth Minister for Infrastructure and Transport has now approved the projects for South Australia under the 2013/14 Nation Building Black Spot Program.

Unfortunately, the following project submitted by Council was not successful in gaining Black Spot funding this year as it did not rate as high as other projects.

- Baker Road, Two Walls.
  - Improve vertical alignment and road width, including larger culverts.

A total of 102 nominations were received for consideration under the Nation Building Black Spot Program. All of these nominations were prioritised in line with program eligibility criteria. Prioritisation was based on the relative road safety benefit to ensure that consideration was first given to those locations with either the poorest safety record or providing the greatest safety benefit.

This project is being assessed under the State Black Spot Program and will be ranked against other nominated projects. You will be advised of the outcome separately.

Thank you for your continuing interest in road safety.

Yours sincerely,

Don Hogben
Acting Executive Director
Strategic Transport and Infrastructure Planning

#7590375

<<26 August 2013>>
Dear Mr Mensueto

2013/14 STATE BLACK SPOT PROGRAM

The State Minister for Road Safety has now approved the 2013/2014 State Black Spot Program.

Unfortunately, the following project submitted by Council was not successful in gaining Black Spot funding this year as it did not rate as high as other projects.

- Baker Road, Two Wells.
  - Improve vertical alignment and road width, including larger culverts.

All submitted nominations were assessed and prioritised in line with program eligibility criteria. Prioritisation was based on the relative road safety benefit to ensure that consideration was first given to those locations with either the poorest safety record or providing the greatest safety benefit.

For further information regarding the project nomination, please contact Mr Eugene Rogalewicz on Tel: (08) 8204 8806.

Thank you for your continuing interest in road safety.

Sincerely,

[Signature]

[Name]
Director, Road Policy and Planning

30 July 2013
<table>
<thead>
<tr>
<th>Year</th>
<th>Type</th>
<th>Road Name</th>
<th>Suburb</th>
<th>From</th>
<th>To</th>
<th>Length (m)</th>
<th>Metric Score</th>
<th>Estimated Cost (k$)</th>
<th>Comment</th>
</tr>
</thead>
<tbody>
<tr>
<td>2013</td>
<td>Road</td>
<td>Post Street</td>
<td>Deakin</td>
<td>Seventh Street</td>
<td>West Terrace</td>
<td>354.48</td>
<td>250</td>
<td>267,872.70</td>
<td>Completion of Dublin Street upgrade program between Deakin and West Terrace</td>
</tr>
<tr>
<td>2013</td>
<td>Road</td>
<td>Tuna Road</td>
<td>Two Wells</td>
<td>Russell Road</td>
<td>Kelvin Road</td>
<td>85.91</td>
<td>200</td>
<td>19,814.90</td>
<td>Links Two Wells to Kelvin Road</td>
</tr>
<tr>
<td>2013</td>
<td>Road</td>
<td>Russell Road</td>
<td>Two Wells</td>
<td>Dawkins Road</td>
<td>Trim Road</td>
<td>301.24</td>
<td>200</td>
<td>82,720.60</td>
<td>Links Dawkins Road to Trim Road</td>
</tr>
<tr>
<td>2013</td>
<td>Road</td>
<td>Williams Road</td>
<td>Two Wells</td>
<td>Jervis Crescent</td>
<td>Dawkins Road</td>
<td>227.23</td>
<td>200</td>
<td>25,015.73</td>
<td>Provides the construction &amp; sealing of Williams Road</td>
</tr>
<tr>
<td>2013</td>
<td>Road</td>
<td>Williams Road</td>
<td>Two Wells</td>
<td>Collins Road</td>
<td>Jerusalem Crescent</td>
<td>233.33</td>
<td>200</td>
<td>56,022.50</td>
<td>Provides the construction &amp; sealing of Williams Road</td>
</tr>
<tr>
<td>2013</td>
<td>Road</td>
<td>Williams Road</td>
<td>Two Wells</td>
<td>East</td>
<td>Deakin Road</td>
<td>320.00</td>
<td>200</td>
<td>25,002.00</td>
<td>Provides the construction &amp; sealing of Williams Road</td>
</tr>
<tr>
<td>2013</td>
<td>Road &amp;</td>
<td>Elizabeth Street</td>
<td>Two Wells</td>
<td>Dorrington Road</td>
<td>East</td>
<td>325.00</td>
<td>136,603.00</td>
<td>Local flooding issues - Project includes installing kerbing on both sides &amp; reconstructing &amp; sealing road</td>
<td></td>
</tr>
<tr>
<td>2013</td>
<td>Road</td>
<td>Noble Crescent</td>
<td>Two Wells</td>
<td>Surface Change</td>
<td>East</td>
<td>21.00</td>
<td>14,401.00</td>
<td>Includes Cul-De-Sac kerbing &amp; sealing includes 24 residential drive overs</td>
<td></td>
</tr>
<tr>
<td>2013</td>
<td>Road</td>
<td>McCord Hill</td>
<td>Two Wells</td>
<td>O'Connell Street</td>
<td>Williams</td>
<td>145.00</td>
<td>200</td>
<td>245,405.00</td>
<td>High Increased Truck movements are creating dust issues</td>
</tr>
<tr>
<td>2013</td>
<td>Road</td>
<td>Common Terrace</td>
<td>Valley</td>
<td>Tewkesbury Road</td>
<td>Adeline Road</td>
<td>441.00</td>
<td>200</td>
<td>121,340.00</td>
<td>Reconstruction &amp; Pot hole length &amp; Roadway sand pits affected properties</td>
</tr>
<tr>
<td>2013</td>
<td>Road</td>
<td>Halford Line</td>
<td>Taren Street</td>
<td>Goodwin Road</td>
<td>Old Port Wakefield Road</td>
<td>343.00</td>
<td>200</td>
<td>34,000.00</td>
<td>Upgrade of existing kerbing on north side to complete the south side &amp; new kerb on north side from Old Port Wakefield Road to existing</td>
</tr>
<tr>
<td>2013</td>
<td>Kerbing</td>
<td>Gower Road</td>
<td>Two Wells</td>
<td>Old Port Wakefield Road</td>
<td>Bowen Gate</td>
<td>434.00</td>
<td>55,003.00</td>
<td>Local flooding issues - Includes the installing of 450 RCP &amp; GE-PE kerbing, shoulder work &amp; sealing</td>
<td></td>
</tr>
<tr>
<td>2013</td>
<td>Kerbing</td>
<td>Old Media Road</td>
<td>Two Wells</td>
<td>Gower Road</td>
<td>Noble Crescent</td>
<td>150.00</td>
<td>156,000.00</td>
<td>Kerbing &amp; shoulder replacement</td>
<td></td>
</tr>
<tr>
<td>2013</td>
<td>Kerbing</td>
<td>Kellicar Road</td>
<td>Mitchell Road</td>
<td>Kellicar Road</td>
<td>Mitchell Road</td>
<td>46.00</td>
<td>16,408.00</td>
<td>Kerbing replacing existing median &amp; roadside</td>
<td></td>
</tr>
<tr>
<td>2013</td>
<td>Kerbing</td>
<td>Joseph Street</td>
<td>Mallon Street</td>
<td>Elizabeth Street</td>
<td>170.00</td>
<td>7,857.98</td>
<td>Upgrade existing kerbs on doctoring club side</td>
<td></td>
<td></td>
</tr>
<tr>
<td>2013</td>
<td>Kerbing</td>
<td>Bolivian Road</td>
<td>Mallon Street</td>
<td>5 Telliers Road</td>
<td>North West of 9 Bolivian Road</td>
<td>56.00</td>
<td>3,500.00</td>
<td>Extension to existing kerbing to modify existing ponding</td>
<td></td>
</tr>
<tr>
<td>2013</td>
<td>Kerbing</td>
<td>Parking repairs &amp; Associated</td>
<td>Miscellaneous</td>
<td>Miscellaneous</td>
<td>Miscellaneous</td>
<td>56,000.00</td>
<td>Numerous kerbing segments in Mannum &amp; Two Wells. Includes new kerb installation</td>
<td></td>
<td></td>
</tr>
<tr>
<td>2013</td>
<td>Kerbing</td>
<td>Webb's Beach Road</td>
<td>Webb's Beach</td>
<td>All Culverts</td>
<td>38.00</td>
<td>30,000.00</td>
<td>Prevent vehicles entering off culverts into the creek</td>
<td></td>
<td></td>
</tr>
<tr>
<td>2013</td>
<td>Kerbing</td>
<td>TOTAL</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td>1,423,500.00</td>
<td></td>
</tr>
</tbody>
</table>
13.6 Elector Representation Review – Community Consultation

<table>
<thead>
<tr>
<th>Container No:</th>
<th>CON12/520</th>
</tr>
</thead>
<tbody>
<tr>
<td>Document No:</td>
<td>D13/</td>
</tr>
</tbody>
</table>

**Report Date:** 26 August 2013  
**Prepared by:** General Manager, Corporate & Community Services

**Corporate Objective:**  
4.1.3 Ensure governance policies, procedures and activities align with legislative requirements and best practice

**Purpose:**  
The most recent round of community consultation for the Elector Representation Review concluded on Friday 26 July. A final submissions paper, as provided by Craig Rowe and Associates, is provided for members' consideration.

**Recommendation 1:**  
“That Council, having considered Item 13.6 Elector Representation Review – Community Consultation dated 26 August 2013, resolves that the seven most recent submissions and two petitions be received and noted.”

**Recommendation 2:**  
“That Council, having considered Item 13.6 Elector Representation Review – Community Consultation dated 26 August 2013, confirms its support for:  
- the name of the Council not be changed at this time;  
- the principal member of the Council be an elected mayor;  
- the Council area not be divided into wards (ie the existing wards be abolished);  
- the future Council comprise the mayor nine area councillors, with all members of Council having to be elected by the community at Council-wide elections.”

**Recommendation 3:**  
“That Council, having considered Item 13.6 Elector Representation Review – Community Consultation dated 26 August 2013, authorises Council administration to prepare and forward the necessary report and supporting documents to the Electoral Commissioner, pursuant to the provisions of Sections 12(11) and 12(12) of the Local Government Act 1999.”
## Impact Summary

### Strategic

<table>
<thead>
<tr>
<th>Category</th>
<th>Impact</th>
</tr>
</thead>
<tbody>
<tr>
<td>Economic</td>
<td>Nil</td>
</tr>
<tr>
<td>Built Environment</td>
<td>Nil</td>
</tr>
<tr>
<td>Natural Environment</td>
<td>Nil</td>
</tr>
<tr>
<td>Community</td>
<td>Nil</td>
</tr>
</tbody>
</table>

### Organisational and Governance

<table>
<thead>
<tr>
<th>Category</th>
<th>Impact</th>
</tr>
</thead>
<tbody>
<tr>
<td>Financial</td>
<td>Elector Representation Review Project included in the 2012/2013 Adopted Budget. However the additional round of consultation and a community meeting and legal opinion have increased the original amount of $10,000 to $16,000.</td>
</tr>
<tr>
<td>Legislation</td>
<td>Review to be conducted as per sections 12 (4), (5) &amp; (6) of the Local Government Act 1999.</td>
</tr>
<tr>
<td>Risk</td>
<td>It was a legislative requirement to conduct the review to be finalised no later than April 2013.</td>
</tr>
<tr>
<td>Consultation</td>
<td>Two rounds of Community Consultation to be conducted in accordance with relevant legislation. This second and third rounds of consultation were additional to legislative requirements, with a total of 4 rounds of consultation now conducted.</td>
</tr>
<tr>
<td>Asset Management Plans</td>
<td>Nil</td>
</tr>
<tr>
<td>Service Standards</td>
<td>Nil</td>
</tr>
</tbody>
</table>
Background

As per a resolution of Council from the 24 June Council Meeting an additional round of consultation was conducted regarding the Elector Representation Review as Council’s preference was altered to now support the abolishment of wards. This round of consultation is now complete closing on Friday 26 July 2013. A total of 7 submissions were received. The results of the submissions are summarised in the attached ‘Submissions Report’ as prepared by CL Rowe and Associates Pty Ltd and dated August 2013.

As a summary of the process Council has undertaken regarding the Elector Representation Review and the consultation conducted the following was included in the May 2013 Representation Review Report and is provided below for members information:

“Council commenced its current elector representation review in April 2012 and completed the first of two prescribed public consultation stages in October 2012. At a meeting convened on 29 January 2013, Council considered a report pertaining to the four submissions received from the community during the initial consultation period; legal advice regarding Council’s obligations in respect to a previously conducted poll of the community on the issue of whether the principal member of Council should be a mayor elected by the community; and the six (6) matters that required further deliberation.

At this meeting Council resolved to note and receive the four written submissions; note and receive the legal advice received from Norman Waterhouse Lawyers which indicated that the effect of a poll conducted under Section 12(11b)b(i) of the Local Government Act is binding and not subject to any further ratification process of Council; and the name of Council not be changed at this time, but further investigation of this matter be undertaken by 30 November 2013. However, following considerable discussion, the elected members were unable to come to a consensus on the issues of whether wards should be abolished or, if retained, what constituted the most appropriate alternative ward structure (as the current ward structure is out of balance in terms of elector numbers per ward and therefore cannot be retained).

Given the aforementioned, Council resolved to further inform and consult the local community on a number of issues and to solicit further feedback, particularly in respect to the issue of the retention or abolition of wards. Accordingly, a second round of public consultation was undertaken on an informal basis during the period 27 February - 2nd April 2013. This included public meetings held at Two Wells on 13 March 2013 and Mallala on 19 March 2013.

Eight (8) written submissions were received by Council as a consequence of the second informal public consultation.

At its meeting on 22 April 2013, Council further considered matters relevant to the review, including the additional public submissions, and resolved that the eight submissions be noted and received; the council area continue to be divided into wards (albeit under a new ward structure); and the number of ward councillors be reduced to nine (9).”

At the 24 June 2013 Council meeting after considering the four (4) submissions received from the May/June 2013 round of consultation it was resolved that authorisation to Council administration to undertake the required three (3) week minimum public consultation period at the earliest convenience for a ‘no ward’ option.
July 2013 Submissions Report

The submissions report, as well as summarising the submissions, outlines the issues Council is required to consider, after taking into account all feedback received. The issues as included in the recommendations in the report are firstly whether Council confirms its support for the abolishment of wards.

Next Steps

If Council continue to support the structure as proposed in the latest round of consultation dated July 2013, a report will be prepared and forwarded to the Elector Commissioner, pursuant to the provisions of Section 12(11) and 12(12) of the Local Government Act 1999.

An acknowledgement of receipt of the submission and advice of the timing of the Council Meeting whereby this matter is to be considered has been extended to the authors of the seven submissions to address Council to support their submissions during open forum of the 26 August Council Meeting.
**Corporate Objective:**

4.1.2 Manage and maintain Council's community land, reserves and open space

**Purpose:**

To seek Council's consideration of a potential Notice of Motion to the upcoming Local Government Association Annual General Meeting on the 25 October 2013, in relation to illegal motor vehicle use in coastal areas.

**Recommendation 1:**

"that Council having considered Item 13.7 Illegal Vehicle Use in Coastal Areas, dated 26 August 2013, note and consider the report."

**Recommendation 2:**

"that Council having considered Item 13.7 Illegal Vehicle Use in Coastal Areas, dated 26 August 2013, support / not support a Notice of Motion being presented at the 25 October 2013 LGA AGM in relation to Illegal Vehicle Use in Coastal Areas."
## Impact Summary

### Strategic

<table>
<thead>
<tr>
<th>Economic</th>
<th>Built Environment</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td>The District has one of the most sensitive coastal areas running along its western boundary that is home to many birds, animals and various flora. The illegal use of motor vehicles in the area and the resultant damage to the fragile environment is a continual concern that has been difficult to manage. A more coordinated state wide approach is sought to support Councils in dealing with the issue.</td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>Community</th>
<th></th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td>The local community have a strong interest in the coastal environment and are frustrated at the limited action available to protect the coastal area.</td>
</tr>
</tbody>
</table>

### Organisational and Governance

<table>
<thead>
<tr>
<th>Financial</th>
<th>Currently Council spends funds in securing areas, signage and general maintenance around the coastal areas. This is an ongoing commitment with minimal benefits in stopping illegal use. It is unsure what future financial commitments would be required if a state wide strategy was to be in place, although Council already actively works with the Adelaide and Mt Lofty Natural Resource Management Authority.</th>
</tr>
</thead>
<tbody>
<tr>
<td>Legislation</td>
<td>Legislation is limited in dealing with this issue and would also require resources to actively enforce the legislation</td>
</tr>
<tr>
<td>Risk</td>
<td>There is a risk that innocent users of the coastal areas are injured by illegal vehicle use along with potential risks to the illegal drivers.</td>
</tr>
<tr>
<td>Consultation</td>
<td>At this stage no specific consultation is planned but based on feedback received by Council it is an important issue for the community.</td>
</tr>
<tr>
<td>Asset Management Plans</td>
<td>Future action may have an impact on asset management plans but are unknown at this stage</td>
</tr>
<tr>
<td>Service Standards</td>
<td>Nil.</td>
</tr>
</tbody>
</table>
**Background**

In 2011 Council considered and supported a Notice of Motion to the Local Government Association (LGA) Annual General Meeting in relation to illegal off road motor vehicle use in coastal areas. The motion considered by the LGA was:

*That the Annual General Meeting:*

1. Receives an update on the progress of work being undertaken by the LGA in regard to environmental damage, nuisance and safety concerns being caused by off road vehicles; and

2. That the LGA coordinate the development of a State wide approach to dealing with these concerns including lobbying the State and Federal Governments for increased enforcement capabilities.

Unfortunately the motion was not successful as some Council’s considered that the outcome would be a transfer of responsibility back to Councils rather than the State Government taking a lead role in addressing the issue. A copy of the item tabled at the meeting is provided as Attachment 1.

As Elected Members would be aware, the illegal motor vehicle use and the subsequent damage to the environmental assets continues with Council unable to effectively manage. Through community feedback received the local community are frustrated at the minimal action and the continued damage to the coastal areas. In some instances it has also been anecdotally reported that near misses have occurred between illegal motor vehicles and local community members.

Following the LGA AGM, the LGA issued a paper that reflects the proposed first motion. A copy of this is provided as Attachment 2 as well as the covering circular.

This report is seeking Council consideration of whether another attempt is made by Council to submit a motion to the LGA. The main thrust would be for consideration of allocating specific areas of Crown Land for use by off road vehicle users and thus protecting other sensitive land areas. This has been successfully delivered interstate and can be used as models in developing a solution in South Australia.

**Proposed Notice of Motion**

If supported by Council it is proposed that the Notice of Motion would be:

*That the Annual General meeting:*

1. Notes and receives the LGA Discussion paper, “Management of Off Road Recreation Vehicles in South Australia issued December 2011; and

2. that the LGA lobby the State and Federal Governments in supporting the allocation of suitable land for development and use by off road recreational vehicles in areas currently experiencing difficulties in managing access and damage to sensitive coastal areas.

The proposed motion takes the next step in that it notes the outcomes of the discussion paper which identified proposed actions which noted the opportunity for controlled access as one way to manage off road usage and also consideration of providing suitable locations for legitimate and managed off road use. A review of documentation available on the internet identified the “South Australian Off Road Motorcycling Strategy” developed by Motor Cycling SA. This has been circulated to Elected Members separately. Staff will also pursue discussions with Motor Cycling SA in regard to progress of the strategy. The strategy identifies the development and enhancement of off road ride parks as a key focus with a number of supporting actions including; investigate access to/acquisition of surplus Crown, State Government and Local Government land for off road ride parks”.

<<26 August 2013>>
It is noted that Council had embarked on a Coastal Access Strategy which identified closure of some roads to restrict access. This strategy was not fully completed and staff are currently reconsidering the strategy and will be reporting back to Council.

Council is asked to consider this report and the proposed motion to the LGA AGM in October.
**COUNCIL NOTICE OF MOTION**

Note: Councils must complete all fields below

<table>
<thead>
<tr>
<th>Council Name</th>
<th>District Council of Mallala</th>
</tr>
</thead>
<tbody>
<tr>
<td>Council Meeting Minute Reference</td>
<td>Monday 26 September 2011 (2011/686)</td>
</tr>
<tr>
<td>Council Contact Officer submitting form</td>
<td>Charles Mansueto Chief Executive Officer</td>
</tr>
</tbody>
</table>

1.1 Work effectively with the State Government to achieve the objectives and activities outlined in the State / Local Relations Agreement, and promote constructive communication with all Members of State Parliament and senior State public servants on all matters pertaining to Local Government’s interests, including but not limited to:
- major projects;
- changes to government service delivery affecting local communities;
- the effectiveness of existing or proposed legislation impacting on Local Government; and
- changes to functional areas of responsibility.

2.6 Provide support and leadership to Councils to develop strategic approaches and effective Federal / State / Local collaboration on relevant current issues, including (but not limited to):
- waste management issues, including economic analysis of the ongoing role of Local Government and the identification of opportunities for improvement:
  - natural resource management;
  - water management and security;
  - environmental sustainability and climate change;
  - economic development; and
  - affordable housing.

<table>
<thead>
<tr>
<th>Subject / Title of Issue</th>
<th>Off Road Motor Vehicles on Public Land</th>
</tr>
</thead>
</table>
| Background / Intended purpose of proposed motion | The District Council of Mallala has for some time been attempting to address the illegal use of motor vehicles on public land particularly along the sensitive coastal areas. The focus of these efforts has been managing access routes and increased awareness of the sensitivity of the coastal area and its impact on infrastructure and local wildlife.

The efforts of Council have been supported by SAPOL, | |
community groups, and other State Agencies like Adelaide & Mt Lofty NRM (AMLNRM). Unfortunately all this effort is sometimes in vain due to the large area needing to be managed and the inability to restrict access to sites. Discussions with relevant agencies highlights the difficulties in enforcing illegal use which also crosses into privately owned land.

Recently District Council of Mallala raised the issue with the AMLNRM to see if a state wide approach exists to reduce the level of illegal activity through stronger enforcement capabilities and more awareness of the issues. In these discussions it was identified that a survey and study is currently being undertaken to identify a number of strategies and potential establishment of sites dedicated for motorbikes, off-road vehicles to use.

Further in July 2009 the LGA conducted a forum of key stakeholders to identify potential strategies and actions that can be taken to address this growing concern. It is noted that this illegal use goes beyond coastal areas and impacts other inland areas as well. The outcomes of the LGA Forum are yet to be considered into an appropriate strategy.

As this issue continues to cause concerns, and in some aspects anecdotal evidence tends to identify an increase in such activity, without a broader state approach individual Councils will struggle to manage the issue.

Proposed Motion

That the Annual General Meeting:

1. Receives an update on the progress of work being undertaken by the LGA in regard to environmental damage, nuisance and safety concerns being caused by off road vehicles, and

2. That the LGA coordinate the development of a State wide approach to dealing with these concerns including lobbying the State and Federal Governments for increased enforcement capabilities.

Dated

27 September 2011

Note: Submit this form as a Word document via email to allcon.alli@lga.sa.gov.au by Friday 16 September 2011 12 noon
LATE ITEM

COUNCIL NOTICE OF MOTION

TO: Annual General Meeting 2011

MOTION FROM: DISTRICT COUNCIL OF MALLALA

RE: Off Road Motor Vehicles on Public Land

MOTION:

That the Annual General Meeting:

1. receives an update on the progress of work being undertaken by the LGA in regard to environmental damage, nuisance and safety concerns being caused by off road vehicles; and
2. that the LGA coordinate the development of a State wide approach to dealing with these concerns including lobbying the State and Federal Governments for increased enforcement capabilities.

CHIEF EXECUTIVE OFFICER'S COMMENTS:
(Who: David Hitchcock)

The management of vehicles on Crown land under the care and control of Councils (Local Government Land) has become a significant issue. Particularly in relation to increasing numbers of vehicles which are accessing this land to utilise the beaches, parks, rail corridors and reserves, either legally or illegally.

In October 2008 a 'Recreational Vehicles and the Coast' forum was held in Robe. This forum examined impacts and uses, and involved stakeholders from throughout the Limestone Coast and Coorong Coastal network. Further interest in this area was raised at the SAROC (South Australian Regional Organisation of Councils) meeting held on 28 January 2009 where a representative from Murray and Mallee LGA recommended that strategic action be taken to address these concerns. At the 11 March 2009 SAROC meeting, a motion was carried that the LGA State Executive Committee request the LGA Secretariat to organise a strategic workshop of key stakeholders on off road vehicle use. As a result of this motion, the LGA hosted a State wide forum on 28 July 2009. The key theme for this forum was to examine the differing roles and involvement of respective organisations in assisting Councils in the management of vehicles on land under the care and control of Local Government.

A Local Government Land Access working group was established after the forum to address off road vehicle access. The group consisted of Council representatives, South Australia Police, Department of Environment and Natural Resources, Natural Resources Management Boards, user groups and the Local Government Mutual Liability Scheme.

The working group identified the nature of designated land use of Council Land means that there are many overlapping jurisdictions. Stakeholders include:

- Department of Transport, Energy and Infrastructure – responsible for land below the ‘mean high water mark’ (out of Council area) as well as roads and road related areas;
ANNUAL GENERAL MEETING 28 OCTOBER 2011

- Department of Environment and Natural Resources (DENR) – responsible for coastal and park protection (Coast Protection Board and Parks and Wildlife);
- Natural Resources Management (NRM) Boards – responsible for protection of natural resources;
- South Australia Police – responsible for the manner in which a vehicle is driven on any road or road related area including foreshores, parks and reserves on Local Government land; and
- Local Government – responsible for foreshores, parks and reserves that are within Local Government land.

A discussion paper has been drafted by the working group to consider land access management and the legislative framework governing vehicles on public land. While the draft paper identifies the issues arising from off-road access the multitude of overlapping jurisdictions means it is difficult to establish any single solution that Local Government could adopt.

The paper notes that access of off road vehicle use might be managed in 3 key ways:

1) prohibition of all vehicle access;
2) uncontrolled vehicle access; and
3) controlled vehicle access.

At this point in time suggested enforcement options include:

- establishment of Codes of Practice through community and representative user organisations;
- enactment of Council By-Laws to enforce breaches of the Code of Practice (including appointment of authorised officers which might also include persons from representative jurisdictions); and
- enactment of State Government legislation to prohibit and/or control identified activities on Council land.

The management and enforcement options have not yet been tested with Councils (through consultation) as there is still some work to conclude the paper. In its present form the draft paper only identifies the issues facing Councils rather than providing achievable outcome options.

The paper has now been referred to the LGA Mutual Liability Scheme (MLS) for consideration of:

- risk management and liability implications;
- legal mandates for Councils to undertake management;
- resource requirements by Councils; and
- consideration of legislative gaps and possible options.

Advice from MLS will assist in finalising the paper, which will then be provided to Councils for consultation and feedback. Following consultation with Councils, the paper will be tabled with the LGA State Executive Committee for consideration and further progress with the State Government for development of suitable enforcement options.

It is anticipated that the paper will be available for Council consideration in November 2011.
Off Road Vehicles Discussion Paper - Circular 35.3

To

Chief Executive Officer
Community Services Staff
Economic Development and Tourism Staff
Emergency and Risk Management Staff
Environment Staff
Parks and Recreation Staff
Planning - Building Staff
Policy and Strategic Planning Staff

Kate Symes
Email: kate.symes@lga.sa.gov.au

Response Required No

Summary
Management of Off Road Recreation Vehicles in South Australia discussion paper consultation findings.

The management of vehicles on Crown land under the care and control of Councils (Local Government Land) is a significant issue, particularly in relation to increasing numbers of vehicles which are accessing the land, beaches, parks, rail corridors and reserves for recreational activities. The LGA has undertaken significant work in this area, for more details refer to LGA Circular 5.8.

As a result, a discussion paper was drafted to consider land access management options and the legislative framework governing vehicles on public land.

The paper noted that access of 'off road vehicle use' might be managed in 3 key ways:

- 1) prohibition of all vehicle access;
- 2) uncontrolled vehicle access; and
- 3) controlled vehicle access.

Suggested enforcement options include:

- establishment of Codes of Practice through community and representative user organisations;
- enactment of Council By-Laws to enforce breaches of the Code of Practice (including appointment of authorised officers which might also include persons from representative jurisdictions); and
- enactment of State Government legislation to prohibit and/or control identified activities on Council land.

After consultation with the LGA Mutual Liability Scheme, the paper was released for Council consideration on 31 January 2012.

In addition to Council responses the LGA also received a response from the South Australian Murray-Darling Basin NRM Board and the Adelaide and Mount Lofty Ranges NRM Board.

Collective feedback indicated the following key responses:

- a number of Councils would like the current access retained;
- a lack of resources is often the main problem for Councils;
- By-Laws are currently being used to restrict access to specific areas;
- a number of Councils believe a code of practice would be beneficial;
- beach and land access is a major recreation and tourist activity in some regional areas;
- a mixed approach of controlled and prohibited access may be appropriate;
- beach access may benefit from being reviewed as a separate issue;
- some Councils would prefer public education to enforcement;
- management techniques are dependent on the type of vehicle; and
enforcement should remain with SAPOL.

While Councils have supported the views within the discussion paper, it is apparent there is no 'one size fits all' solution. There are various issues associated with vehicle licensing, speed management, public safety and natural resource management and addressing this problem will involve a number of Government agencies.

The LGA State Executive Committee at the meeting held on 19 July 2012, considered the paper and formed the view that:

1. any resolution to this problem would need to be with Councils and State Government Agencies working together. Discussions between regional NRM boards, road vehicle representatives and Councils would also be beneficial particularly on ways to establish local use codes of conduct;
2. it is suggested that Councils are still best to work through issues specific to each area of land in their care, control and management to resolve the issues they are experiencing; and
3. the LGA would provide a copy of the paper to Councils as a resource to assist in dealing with local issues.

MANAGEMENT OF OFF ROAD RECREATION VEHICLES IN SOUTH AUSTRALIA

DISCUSSION PAPER

December 2011
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EXECUTIVE SUMMARY

The management of vehicles on Crown land under the care and control of Councils (Local Government Land) has become a significant issue. Particularly in relation to increasing numbers of vehicles which are accessing this land to utilise the beaches, parks, rail corridors and reserves, either legally or illegally. It is likely that demand for access will not diminish, rather demand is likely to increase.

This is resulting in significant environmental and natural heritage damage to coastal landscapes, conservation areas, native vegetation and some endangered species as well as impacting on safety of other people sharing the land with vehicles. Much of this damage is the result of vehicles failing to stay on marked access roads or tracks.

Councils have called for clarity how respective jurisdictions and legislative frameworks might be utilised to assist with access management.

The nature of designated land use of Council Land means that there are many overlapping jurisdictions and stakeholders include:

- Department of Transport, Energy and Infrastructure – responsible for land below the ‘mean high water mark’ (out of Council area) as well as roads and road related areas;
- Department of Environment and Natural Resources (DENR) – responsible for coastal and park protection (Coast Protection Board and Parks and Wildlife);
- Natural Resources Management (NRM) Boards – responsible for management of natural resources;
- South Australia Police – responsible for the manner in which a vehicle is driven on any road or road related area including foreshores, parks and reserves on Local Government land; and
- Local Government – responsible as landowners (roads) and managers for foreshores, parks and reserves that are within Local Government land.

The multitude of overlapping jurisdictions means it is difficult to establish any single solution that Local Government could adopt as across the state.

Accessing land for the purpose of off road vehicle use could be managed in 3 key ways:
1. prohibition of all vehicle access;
2. uncontrolled vehicle access; and
3. controlled vehicle access.

Enforcement options might include:

- establishment of Codes of Practice through community and representative user organisations;
- enactment of Council by-laws to enforce breaches of the Code of Practice (including appointment of authorised officers which might also include persons from representative jurisdictions);
- partnering (delegated authority) with State Government Agencies under existing legislation to facilitate enforcement; and
- enactment of State Government legislation to prohibit and or control identified activities on Council land.

The option of prohibition of all Off Road Vehicle (ORV) will require enactment of legislative mandate, be resource intensive and very likely to be unpopular with the community.
Uncontrolled access to Council land is considered significantly less resource intensive in the short term, however the public would most likely not consider the resultant public risk, liability, and degradation acceptable.

Controlling access to Council land (off road trails) is considered a reasonable option. Establishment of designated trails and areas that is appropriate for ORV use removes users from potentially more sensitive areas and can allow for the rehabilitation of unnecessary or unsafe tracks. It may be appropriate to identify, protect and even enhance existing sustainable venues while prohibiting access to other areas.

Any activity that Councils allow must be managed to relevant standards or best practice. This is prudent from a liability perspective.

It is considered that generally Councils do not have the key expertise or skills to design, construct and maintain assets and resources required. Engagement and support from relevant jurisdictions identified in this paper is required. This will be particularly important in relation to requirements of the Local Government Act 1999 (including Community land Management Plans), and the Crown Land Management Act 2009 and provision of resources.

Resources required might be facilitated through Federal and State Government investing in environmental and recreation outcomes, funding grants, sponsorship, Council budget revenue or user fees/memberships or through volunteers.

It is acknowledged, however that some resources may be minimal in remote areas but still may remain an option to help offset cost to Councils.

In a controlled access system, Councils will need to map all existing tracks and identify which tracks are to remain open to the public, tracks that may be requires as service only roads (eg gates and locked), and tracks to be closed. Analysis of the current strategic context as well as identification and assessment of potential sites will be of use to Councils looking at providing particular sites for ORV use.
BACKGROUND

The issue of vehicle access management has remained an ongoing concern for Councils. In recognition of this, the 'Recreational Vehicles and the Coast' forum was held in Robe, South Australia on 15 October 2008. This forum examined impacts on Council land and involved stakeholders from throughout the Limestone Coast and Coorong Coastal network. Further interest in this area was raised at the SAROC (South Australian Regional Organisation of Councils) meeting held on 28 January 2009 where a representative from the Murray and Mallee LGA recommended that strategic action be taken to address these concerns. At the 11 March 2009 SAROC meeting, a motion was carried that the LGA State Executive Committee request the LGA Secretariat to organise a strategic workshop of key stakeholders on ORV use. As a result of this motion, the LGA hosted a Statewide forum on 28 July 2009. The key theme for this forum was to examine the differing roles and involvement of respective organisations in assisting Councils in the management of vehicles on land under the care and control of Local Government.

The Local Government Land Access Working Group was established to address concerns highlighted at the forum. This group consists of Council representatives, South Australia Police, the Department of Environment and Natural Resources, Natural Resources Management Boards, user groups and the Local Government Mutual Liability Scheme. Specifically the working group was to examine the merits of a regional approach regarding land access management, consider the legislative framework governing vehicles on public land and the feasibility of Councils establishing off road facilities.

The issue of providing 'specific or dedicated' use of Council land for off road access is considered to be a separate issue to the scope of this paper and is not discussed.

PROJECT OBJECTIVES AND SCOPE

At the first meeting of the Local Government Land Access Working Group, it was determined that a discussion paper outlining the issues be prepared to help with understanding of the issues involved and possible options for mitigation.

The discussion paper objectives are to:

- outline the current issue of off road vehicles (ORV) in South Australia on land under the care and control of Councils;
- consider the roles and responsibilities of stakeholders;
- identify and mitigate risk;
- identify the broad options for Councils and regions;
- identify the environmental and social impacts and constraints; and
- identify options for a way forward.

Partly as a result of the overlapping areas of responsibility, the use of ORV on Councils land is a complicated issue and it is not the intent of this paper to resolve them. It is understood that while Councils share common issues surrounding ORV use, they are managed quite differently and have various levels of support.
1. STRATEGIC CONTEXT

1.1 Off Road Vehicle
There are numerous types of ORV and numerous disciplines of riding, and for the purpose of this paper all are being considered on a recreational level.

The types of vehicles include:
- mountain/downhill/trials bikes;
- dirt bikes;
- quads; and
- 4 x 4s.

The disciplines include:
- mountain/downhill/trail riding;
- winching;
- enduro; and
- 4 x 4 driving.

1.2 Road
Pursuant to the Road Traffic Act 1961, a road is an area that is open to or used by the public and is developed for or has as one of its main uses the driving of motor vehicles.

For the purpose of this paper, a road is also considered:
- an area that divides a road; a footpath or nature strip adjacent to a road such as a road reserve;
- an area that is open to the public and designated for use by cyclist or animals; or
- any public place which a vehicle may be driven upon, whether or not it is lawful to drive a vehicle there.

Pursuant to the Local Government Act 1999 a road means:
- a public or private street, road or thoroughfare to which public access is available on a continuous or substantially continuous basis to vehicles or pedestrians or both and includes –
  (a) a bridge, viaduct or subway; or
  (b) an alley, laneway or walkway.

Furthermore, a public road means:
(a) any road or land that was, immediately before the commencement of this Act, a public street or road under the repealed Act; or
(b) any road –
  (i) that is vested in a council under this or another Act; or
  (ii) that is placed under a council’s care, control and management as a public road after the commencement of this Act,
  but not including an alley, laneway, walkway or other similar thoroughfare vested in a council; or
(c) any road or land owned by a council, or transferred or surrendered to a council, and which, subject to this Act, is declared by the council to be a public road; or
(d) any land shown as a street or road on a plan of division deposited in the Lands Titles Registration Office of the General Registry Office and which is declared by the council to be a public road; or
(e) any land transferred or surrendered to the Crown for use as a public road that was, immediately before the transfer, held by a person in fee simple or under a
1.3 Rail Premises

Pursuant to the Rail Safety Act 2007, a rail premises means any land on or in which rail infrastructure is situated, freight centres or depots, or any building premises connected with the carrying out of railway operations. Under Regulations 33 and 34 of this Act motor vehicles, cyclists, horseback riders, etc must not, without the permission of the rail transport operator who has effective management and control of the railway premises, drive or ride a vehicle on railway premises. Therefore, it is illegal for a vehicle to be used on a rail corridor and any enforcement action required is the responsibility of the particular rail owner or lease holder including but not limited to:

- the Department for Transport, Energy and Infrastructure;
- Australian Rail Track Corporation;
- Genesse & Wyoming Australia; or
- TransAdelaide.

As entering a rail premises is considered trespassing, this report will not address this particular area and all Council concerns regarding access onto these areas should be referred to the rail premises lease holder or owner.

2. ROLE AND RESPONSIBILITIES

2.1 Crown Land – Department of Environment and Natural Resources

The Department of Environment and Natural Resources (DENR) manages unalienated Crown land, including the enforcement of the National Parks and Wildlife Act 1972 and the Crown Land Management Act 2009 (CLMA). Under the new CLMA Part 4 Division 5, specifically Section 61(1)(c), states that:

A person who, without lawful authority or excuse –
Drives a motor vehicle (within the meaning of the Motor Vehicles Act 1959) on Crown Land, other than on an established road or track or in circumstances prescribed by regulation, is guilty of an offence.
Maximum penalty $20,000.
Expiation fee $315.

In this section, Crown Land means unalienated Crown Land, land owned by or under the control of the Minister. Including Crown leasehold land or dedicated land with a custodian where the Minister has a sign affixed declaring that Part 4 Division 5 applies to that land.

These offence provisions could apply to Council land. In this regard, application by Council would need to be made to the Minister. SAPOL would be the responsible authority for enforcement. However, it may be possible for Councils to facilitate appointment of suitable trained authorised officers under the Act, though this may not be desirable for all Councils. It should be noted that revenue from any enforcement process under the CLMA is required to be paid to State Government Consolidated Revenue.

2.2 South Australia Police

The responsibilities of SAPOL in relation to the management of ORV include investigating breaches of the road rules including speeding, drink driving, unregistered vehicles, and...
defective vehicles; investigating vigilante or sabotage behaviour; damage to private property; and violence.

The Australian Road Rules apply to vehicles and road users on roads and road related areas. In the Rules, a reference to a road generally includes road related areas and if a particular rule does not apply to road related areas, or applies only to road related areas, this will be stated. Therefore, the speed limit applying to a driver for a length of road to which a speed limit sign applies is the number of kilometres per hour indicated by the number on the sign.

If a speed limit sign does not apply to a length of road and the length of road is not a speed limited area, school zone or shared zone, the speed limit applying to a driver for the length of the road is the default speed limit:
- 50 km/hour in a built up area; and
- 100 km/hour for any other length of road.

Under the Crown Land Management Act 2009, a Police Officer is an Authorised Officer that under Part 4 Division 5 of the CLMA, sets up the Offences and Powers of Authorised Officers as highlighted under Section 3.1 above.

While SAPOL is responsible for managing these infringements it is often difficult to enforce as they typically occur in areas out of view of witnesses and require police to monitor the trails, which may not be feasible with available resources. Therefore, it is important that Councils establish availability of resources and appropriate service levels with SAPOL to manage ORV and monitoring of trails.

2.3 Native Vegetation Council
The Native Vegetation Council (NVC) is established under the Native Vegetation Act 1991 and is responsible for making decisions on a wide range of matters concerning native vegetation in South Australia. The NVC is also responsible for providing permission to clear native vegetation and monitoring any unauthorised breach (clearance, damage) of the Native Vegetation Act.

In the creation or maintenance of ORV trails, the NVC is responsible for assessing applications for vegetation removal as well as legally enforcing the Native Vegetation Act 1991. If Councils encounter the illegal removal or destruction of vegetation the NVC should be advised.

2.4 Department for Transportation, Energy and Infrastructure
The Department of Transportation, Energy and Infrastructure (DTEI) is responsible for land below the 'mean high water mark' and for determining speed limits on roads or road related areas. This may include determining the speed limit on a beach.

If a Council decides it is appropriate to change a speed limit on a beach or road related area, it must produce a traffic impact statement discussing the effects the change in speed limit may have and a plan showing the proposed changes to the regional office of Transport Services Division of DTEI. If it is supported, it will be forwarded to the Traffic and Access Standards Section for review. The manager of this Section has the delegated power from the Minister for Transport to grant approval to install speed limit signs.
2.5 Natural Resource Management

Regional NRM boards are responsible for the proper management of our natural resources. Issues of concern for the boards include degradation of sand dunes, compacting of soil, spread of weeds, alterations and pollution of waterways, killing of fauna, and erosion of hills and cliffs. Despite the NRM having responsibility for these areas, the enforcement of the NRM Act 2004 is seen as less efficient and less effective than the Local Government Act 1999 (LG Act) regarding use of land. Therefore, if the NRM deems the activities of an ORV user to be illegal they are often pursued under the LG Act. In such instances, the NRM may work closely with Councils to ensure the most beneficial outcome.

2.6 Local Government

Councils are responsible for the management of Local Government land. This may include the installation of gates and signs, the creation of codes of conduct, creation of by-laws permitting/prohibiting ORV use, opening and closing of roads or trails and numerous other functions.

Despite all of the other stakeholders roles principal responsibility for management of the land and maintaining its environmental value (within designated uses) appears to rest with Local Government. As a result, it is necessary for Councils to remain engaged with the appropriate stakeholders in dealing with ORV use. It must also be recognised that there are resource implications for Councils enforcing ORV access, it is Councils experience that these activities occur on weekends when there is a lack of resources.

2.7 User Groups

Throughout South Australia, there are numerous user groups that have indicated their willingness to work with Councils to assist in the development, management and maintenance of trails. Where appropriate Councils may work with these groups to remain engaged with the user groups and help minimise cost to Council.

Key user groups include but are not limited to:
- Motor Cycling South Australia Inc;
- Bike SA;
- Southern Explorers 4WD Club; and
- the Walking Federation of South Australia.
3. TRAIL ACCESS

Accessing land for the purpose of off road vehicle use can be managed in 3 key ways:

1. prohibition of all vehicle access;
2. uncontrolled vehicle access; and
3. controlled vehicle access.

There are both social and environmental costs and risks involved in all three management styles including management and insurance implications. Councils should determine how best to handle ORV use based on available resources, the land being accessed and the extent of the problems being faced.

3.1 Prohibition

This option would propose to make all forms of ORV use illegal within designated areas or part thereof. Prohibition of ORV activity would require enactment of legislation to prohibit use of the land and importantly the availability of resources to enforce the legislation. This might be via Council by-law, or an enactment of the SA Parliament, or the use of CLMA request to the Minister.

Legal advice would be required to determine the authority of Council to enact any proposed by-law and Parliament would need to be convinced of the merits of enacting the required legislation. A strong ongoing enforcement presence from Council Authorised Officers and a significant initial and ongoing investment in infrastructure to keep vehicles out of designated areas would be required. Such infrastructure may include fencing, signs, and barriers. Any activity that Councils allow must be managed to relevant standards or best practice. This is prudent from a liability perspective.

It should also be noted that vehicles are able to access unmade road reserves, beaches and open spaces as they are considered a road. It would be necessary for a Council to undertake closure processes pursuant to Section 4 of the Roads (Opening and Closing) Act 1997 to prohibit access and use. Section 4 provides that:

A road may be opened or closed by a road process order made by the relevant authority, confirmed by the Minister and notified in the Gazette in accordance with the Act.

However, not all trails are considered roads. While access and use to perceived trails are illegal there is little to no deterrent for user groups to stop access. These issues are particularly prevalent in mountain biking where it is easy to access or create trails on Council land. Without significant allocation of Council resources prohibition of ORV users will remain largely ineffective. In prohibiting vehicle access, Councils might consider pursuing the option of the CLMA on all Crown Land, as highlighted in section 2.1 of this report.

While there are undoubtedly circumstances where prohibition of certain types of activities is necessary, complete prohibition of ORV use throughout the whole region will ultimately be ineffective. Particularly where activities gain public and even international recognition, such as cross-country mountain biking being added as an Olympic Sport, there will be growing pressure to provide safe and challenging areas to ride.
3.2 Uncontrolled Vehicle Access

Uncontrolled access will provide a ‘free-for-all’ environment for ORV use on relevant Council land and could contribute to liability risk issues for Councils.

Absence of appropriate management will also increase detrimental environmental impacts such as:
- destabilisation of river banks and sand dunes;
- removal and compacting of vegetation and soils;
- spread of invasive species;
- destruction of native vegetation;
- destruction and removal of habitat for native fauna; and
- potential oil contamination of waterways from vehicles.

Uncontrolled access of vehicles is not a preferred or long-term option for Councils when considering good environmental management, management of risk and ensuring appropriate social behaviour.

3.3 Controlled Vehicle Access

Controlled vehicle access provides a range of management levels that can be varied dependent on numerous variables including proximity to residential areas, size of track, type of ORVs used and environmental concerns within the area. This form of management also recognises that the majority of those participating in off road activities generally want to do so in a responsible manner.

Material costs and resources would be required in the initial formalising of trails and infrastructure. On going costs would also be incurred in the maintenance and management of trails. Some of these costs could be offset with the use of volunteers in formalising and maintaining tracks as well as possible sponsorship opportunities, grant funding, user fees and partnerships.

There are various levels of controlled access that can be adopted by Councils from providing a small selection of trails to a more extensive network. However, it should be recognised that if an insufficient number of trails are provided or are deemed too easy, inappropriate access will continue to occur.

Public consultation should be undertaken to determine the appropriate level of access and relevant level of enforcement. From this body of work it would be necessary for Councils to adopt a policy to outline a position of acceptance for ORV use. This policy might include considerations relating to:
- extent of access
- trail design and construction
- maintenance;
- education;
- signage;
- voluntary codes of practice; and
- enforcement.

Numerous issues relating to unmanaged and rapid growth of ORV use have occurred throughout the State. With careful and effective management, many issues can be addressed and over come as has been the case in other areas around Australia and the world.
4. ACCESS CONSIDERATIONS

4.1 Environmental

One of the most common concerns regarding ORV use is the potential environmental impacts associated with these sports. Most research has found that all forms of outdoor recreation include bicycling, bush-walking, running, horse riding, 4x4 driving and dirt biking all cause impacts on the environment to differing degrees.

Much of the degradation occurs when vehicles use trails not designed for that purpose, forging new trails or riding in wet conditions.

To help prevent environmental impacts such as soil erosion the gradient of the trail should be taken into consideration. A steeper gradient promotes erosion as vehicles loosen the soil, which is then washed away by rain, often exposing bedrock, loose stones or tree roots.

Other significant environmental impacts include compacting of soil, removal of vegetation; increased littering and disruption to fauna in the area. It is important to design trails that provide the experience trail users seek, to reduce their desire to venture off-trail.

On the 8 July 2010, the Adelaide Advertiser website highlighted the impact ORV use on beaches is having on migratory birds. It was indicated that there is strong evidence that the use of ORV on beaches is contributing to the decline of up to 21 migratory bird species north of Adelaide. These impacts are not limited to coastal areas and can occur inland as well.

While the tendency is for stakeholders to focus on the negative aspects of ORV use there are also numerous positive attributes that should not be overlooked. Encouraging responsible use of ORV on designated trails allows the general community to experience nature and the "out doors". This experience promotes a greater appreciation for the environment and makes users aware of the impacts of misuse. Furthermore, by encouraging responsible trail use a sense of ownership and pride in the area is generally promoted to trail users.

4.2 Social Impacts

Social impacts vary depending on the location of the trail, the types of vehicles using the area and if there are any conflicting trail users. Social impacts can include:

- damage to private property;
- trespassing on private property;
- driving in a manner hazardous to other trail users;
  - trail user conflict;
- noise and nuisance behaviour by trail users;
- abuse of trail users by residents;
- abuse of residents by trail users; and
- parking issues at trail heads.

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Although safety concerns were also commonly highlighted, the problem related more to apprehension about what might happen rather than concern based on any inherent danger, or an established record of incidents.²

The increased use of land by various types of ORV can lead to increased conflict between other users including walkers and private property owners whose land adjoins public land. The user that is smaller and slower will have the tendency to feel more uneasy whether it is a walker and a mountain biker, or a dirt bike and a 4x4. It is necessary to educate users of reserves on trail etiquette in order to help reduce this conflict.

It is important to minimise the social impacts of ORV use to help prevent vigilante behaviours from other trail users such as putting trail hazards in place. Such activity may be illegal and raises significant liability concerns for Councils. If such activities occur, it is necessary for the police to become involved.

Despite concern of social impacts, the use of ORV provides the community with many benefits. ORV users often create social networks, which improves social skills, reduces isolation, can enhance self-esteem and confidence, and promotes physical and mental health benefits.

### 4.3 Risk/Safety

Safety concerns along trails are often a perceived risk of what a trail user may believe ORV users pose to them. Cessford (1995) concluded that some trail users will feel uncomfortable knowing that ORV may be present, whether a real hazard exists or not. In order to alleviate some of this concern and potential hazards, it may be necessary for users to be separated in some areas, in particular downhill mountain bike riding in its nature is not compatible with other trail users while dirt bikes may not be compatible in some areas. In such circumstances, a separate trail may need to be provided to minimise the risk of conflict, as the speeds of the vehicles may not be able to quickly adjust to a walker on the trail.

Access to and from reserves via public roads may include numerous risks including riding more than two abreast, riding without due care, speeding, and riding unregistered vehicles. Such activities are illegal under the Australian Road Rules and are an issue for SAPOL to handle.

There is often an inherent risk and hazards that come with the use of ORV use on trails and risk management practices should be undertaken.

Councils should consult with the LGA Mutual Liability Scheme to develop a strategy (risk management plan) for ORV use.

Should Councils decide not to provide authorised ORV trails, a comprehensive risk management plan would still need to be developed to keep riders out of reserves and to ensure the safety of other reserve users.

### 4.4 Economic

The cost associated with permitting ORV use includes maintenance cost of the trails, signage, education, and relevant levels of enforcement, however these costs are also incurred if ORV use is prohibited. While these costs may be higher when permitting the ORV use, a Council should also take into consideration the other benefits of permitting controlled access.

To help offset costs there are numerous funding opportunities for trails including seeking Federal and State Government investment in environmental and recreation outcomes grants, sponsorships, and permit fees. Furthermore, various ORV clubs are often willing to volunteer to help maintain trails on Council land.

Where there will be a cost associated with the management of ORV trails there are also economic benefits for the community. Such benefits include the support of local businesses, increased tourism, health savings and creation of employment.

All of these economic factors should be examined at the Council or Regional level to assess the true cost of permitting or prohibiting ORV access.

CONCLUSIONS

It is likely that public demand for access to Council land will not diminish rather demand is likely to increase. Given the multiple jurisdictions that have some element of responsibility associated with the Council land, consideration to establish an access to Council Land Management Strategy should be undertaken.

The option of prohibition of all ORV will require enactment of legislative mandate, be resource intensive and very likely to be unpopular with the community.

Uncontrolled access to Council land is considered significantly less resource intensive in the short term, however resultant the public would most likely not consider environmental degradation acceptable. As would the resultant public risk and liability considerations.

Controlling access to Council land (off road trails) is considered the best option. Establishment of designated trails and areas that is appropriate for ORV use removes users from potentially more sensitive areas and can allow for the rehabilitation of unnecessary or unsafe tracks. It may be appropriate to identify, protect and even enhance existing sustainable venues while prohibiting access to other areas.

Clearly, engagement and support from the relevant jurisdictions identified in this paper is required to design access trails and undertake effective controlled management.

Resources required might be facilitated through Federal and State Government investment in environmental and recreation outcomes grants, sponsorship, Council rates, or user fees/memberships or through volunteers. It is acknowledged, however that availability of resources may be minimal in remote areas but may remain an option to help offset cost to Councils. Furthermore, through the creation of by-laws Councils may create a code of conduct for ORV users.

Enforcement options might include:
- establishment of Codes of Practice through community and representative user organisations;
- enactment of Council by-laws to enforce breaches of the Code of Practice (including appointment of authorised officers which might also include persons from representative jurisdictions);
- partnering (delegated authority) with State Government Agencies under existing legislation to facilitate enforcement; and
- enactment of State Government legislation to prohibit and or control identified activities on Council land.

In a controlled access system, Councils will need to map all existing tracks and identify which tracks are to remain open to the public, tracks that may be requires as service only
roads (eg gates and locked), and tracks to be closed. Analysis of the current strategic context as well as identification and assessment of potential sites will be of use to Councils looking at providing particular sites for ORV use.